

Communities and Place Committee

Thursday, 06 December 2018 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

1	Minutes of the last meeting held on 8 November 2018	3 - 8
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
4	Delivering Sustainable Waste Services	9 - 14
5	Cultural Services Events Programme	15 - 28
6	Nottinghamshire Highway Design Guide	29 - 108
7	The Nottinghamshire County Council (Dalestorth Street, Hill Crescent, Redcliffe Street and Skegby Road, Sutton-in-Ashfield) (Prohibition of Waiting) Traffic Regulation Order 2018 (4217)	109 - 120
8	Trent Lane, East Bridgford - Proposed Experimental Prohibition of Driving (TRO 8278)	121 - 128
9	Proposed Protective Features in West Bridgford	129 - 132
10	Responses to Petitions presented to the Chairman of the County Council	133 - 138

11	Nottinghamshire County Council Response to HS2 Phase 2B - Birmingham to Leeds Draft Environmental Statement and Draft Equality Impact Assessment	139 - 260
12	Work Programme	261 - 268

Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.
- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting Communities and Place Committee

Date 8 November 2018 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Phil Rostance (Vice-Chairman)

Jim Creamer	Vaughan Hopewell
Glynn Gilfoyle	Bruce Laughton
Kevin Greaves	John Ogle
Tom Hollis	Mike Prentice
	Tracey Taylor

OTHER COUNCILLORS IN ATTENDANCE

Gordon Wheeler

OFFICERS IN ATTENDANCE

Doug Coutts	-	VIA
Sophie Davies	-	Place Department
Sally Gill	-	Place Department
Martin Gately	-	Chief Executive's Department
Cameron Hawley	-	Place Department
Kevin Heathcote	-	Place Department
Derek Higton	-	Place Department
Wendy Harnan-Kajzer	-	Place Department
Neil Hodgson	-	VIA
Noel McMenamin	-	Chief Executive's Department
Sean Parks	-	Place Department
Anna Potter	-	Place Department
Kevin Sharman	-	Place Department
Adrian Smith	-	Place Department
Chelsea Tyler	-	Place Department
Mark Walker	-	Place Department
Gary Wood	-	Place Department

1. MINUTES OF THE LAST MEETING

Subject to amending the start time to 9.30am, and to amending Resolution 2018/087 at minute 4 to read:

‘RESOLVED 2018/087

That:

- 1) The Nottinghamshire County Council (Norman Avenue and Station Road, Sutton-in-Ashfield) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2018 (4220) be made as advertised and objectors informed accordingly.’

the minutes of the meeting held on 8 October 2018, having been circulated to all Members, were agreed to be a correct record and signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Creamer replaced Councillor Allan for this meeting only.
Councillor Pringle replaced Councillor Knight for this meeting only.

3. DECLARATIONS OF INTEREST

None.

4. THE NOTTINGHAMSHIRE COUNTY COUNCIL (LANTERN LANE, EAST LEAKE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2018 (8269)

RESOLVED 2018/090

That Nottinghamshire County Council (Lantern Lane, East Leake) (Prohibition of Waiting) Traffic Regulation Order 2018 (8269) be made as advertised and objectors informed accordingly.

5. UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

RESOLVED 2018/091

That:

- 1) the updates given regarding key Trading Standards and Community safety matters be ratified;
- 2) the update given regarding the progress of raising additional income in the Service be ratified;
- 3) more work being undertaken with partners to promote and broaden the Nominated Neighbour Scheme be approved;

- 4) an increase in the Trading Standards staffing establishment by a 0.2FTE Band B Trading Standards Officer be approved.

6. HIGHWAYS WINTER SERVICE

RESOLVED 2018/092

That the procedures and communications approach relating to the highways winter service contained within the report be endorsed.

7. HIGHWAYS CAPITAL AND REVENUE PROGRAMMES 2018/19

RESOLVED 2018/093

That:

- 1) the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 13 be approved;
- 2) the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 13 be approved;
- 3) the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraph 13 be approved;
- 4) the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraph 13 be approved;
- 5) the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices be approved.

8. PROVISIONAL HIGHWAYS CAPITAL AND REVENUE PROGRAMMES 2019/20

RESOLVED 2018/094

That:

- 1) the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 40 be approved;
- 2) the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 40 be approved;

- 3) the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraph 40 be approved;
- 4) the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraph 40 be approved;
- 5) the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices be approved.

9. SAFETY AT SPORTS GROUNDS POLICIES

RESOLVED 2018/095

That:

- 1) the continuation of a reactive approach to safety at non-regulated sports grounds in the County be approved;
- 2) the revised Safety at Sports Grounds Policy and Safety at Sports Grounds Enforcement Policy as set out in Appendix A and Appendix B to the report be approved;
- 3) the policies be passed to Policy Committee for adoption.

10. REGISTRATION FEES

RESOLVED 2018/96

That the registration service fee increases set out in Appendix A to the report be approved.

11. NOTTINGHAM LIBRARIES, ARCHIVES AND ARTS STRATEGIES UPDATE

RESOLVED 2018/097

That

- 1) the updated alignment of priorities of the current Nottinghamshire Libraries, Archives and Arts strategies against the Council plan be approved;
- 2) Inspire be commissioned to draw up action and business plans to deliver actions and priorities in line with the strategy.

12. WORK PROGRAMME

Further to a request from Councillor Greaves, a briefing on tattoo parlours and botox premises would be included within the update on Trading Standards for the January 2019 Committee meeting.

RESOLVED 2018/089

That the Committee's work programme be agreed.

The meeting concluded at 11:45 am

Chairman

6 December 2018**Agenda Item:4****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****DELIVERING SUSTAINABLE WASTE SERVICES****Purpose of the Report**

1. To approve a new county-wide sustainable waste project, based upon three key initiatives outlined in this report. The aim is to improve recycling and composting performance and reduce contamination and residual waste, through an invest to save project during 2019/20 and 2020/21.
2. To approve £100,000 initial investment funding for the project, and any subsequent savings, being met from/accrued to the waste PFI budget and reserve.

InformationBackground information

3. The County Council is the statutory Waste Disposal Authority (WDA) responsible for managing all local authority collected waste within Nottinghamshire. The majority of this waste is managed through a long-term Private Finance Initiative (PFI) contract with Veolia. In 2017/18 43.7% of this waste was recycled and composted, and the County Council is working towards increasing this to 52% by 2020 in order to meet EU and PFI Contract targets.
4. The 7 district and borough councils in Nottinghamshire are the statutory Waste Collection Authorities (WCA) responsible for the collection of waste at the kerbside. The County Council's recycling performance is largely dependent upon the quantity and quality of recyclable waste that is collected by the district and borough councils or taken by residents to one of the County Council's twelve recycling centres.
5. The quality of the materials that are collected for recycling is critical to the County Council's recycling performance and achieving the 52% recycling target. The Council's waste contractor and subsequent material re-processors will not accept low grade plastics or items that are contaminated with food waste, grease or liquids for example.
6. The PFI contract specifies a limit of no more than 5% contamination of the mixed recyclable material that is received at the Mansfield Materials Recovery Facility (MRF). Contamination rates have increased in recent years and the County Council is facing additional recovery and disposal costs for the rejected material.

Outline of the project

7. The County Council, working in partnership with the district and borough councils and Veolia is proposing to undertake waste minimisation and targeted education campaigns throughout county wide promotions and education programmes in 2019/20 and 2020/21. This work will be supported by targeted enforcement at district level to address specific contamination issues. The proposals are predicated on an investment of £100,000 per annum for two years (2019/20 and 2020/21) with a payback of £150,000 p.a. for three years. This would generate, a net saving to the County Council of £250,000 over a 3 year period.
8. Investing in communications and educational activities can deliver substantial savings by reducing waste tonnages or diverting waste to recycling and composting from residual waste. For example, in Nottinghamshire 1,000 tonnes of residual waste not collected saves over £100,000 pa and 1,000 tonnes of residual waste recycled or composted saves approximately £65,000pa against the cost of disposal.
9. On current recycling rates approximately 220,000 tonnes per annum (tpa) of residual waste is sent for energy recovery (200,000 tpa) and landfill disposal (20,000 tpa). Reducing this residual waste by just 1% - 2,200 tpa - would save the Council around £240,000 pa.
10. Working with Veolia and the WCA is imperative to ensuring success and achieving the assumed savings. Work has already been taking place and at the request of the Joint Waste Management Committee (JWMC) a Contamination Working Group has been established, however currently activities are constrained by limited resource and funding.
11. Through the Contamination Working Group, the WCA and Veolia have drafted (and JWMC members are in the process of signing) a 'Nottinghamshire Principles for the Reduction of Contamination'. This document outlines key principles all collection authorities should endeavour to undertake, including the checking of bins at the kerbside and the crews not collecting recycling side waste in plastic bags. The purpose of the guidance is to demonstrate a commitment from all partners to reduce contamination and improve the quality of recycling.
12. It is important to note that the national Resources and Waste Strategy is due to be published by Defra by the end of 2018. Contents of the strategy are not yet known however the content will focus/inform the initiatives to take forward by the County Council through this proposal.
13. The three initiatives, including examples of activities which can be undertaken, are outlined below, although a final decision on the specific activities that will be progressed will not be made until after the publication of the national Resources and Waste Strategy to ensure the best possible fit with any new initiatives or legislative drivers proposed.

Initiative 1 - Communications

14. The Council does not currently spend any money on waste awareness programmes and marketing, but relies on a small-scale programme of schools waste education, and through the waste PFI supports the Borough and District Councils to deliver limited information and kerbside enforcement via available officer time.

15. The decrease in funding for communication activities both locally and nationally during austerity has played a part in the increasing levels of contamination in the dry recycling and the plateauing recycling and composting performance across Nottinghamshire and the rest of the UK.
16. Evidence from the Waste and Resource Action Programme (WRAP) in 2013 calculated that for every £1 spent on a “Love Food Hate Waste” communications programme savings of up to £8 in waste disposal costs could be generated.
17. Therefore, the County Council intends to support the WCA with communications by investing in countywide marketing and promotional material to educate residents on what can be recycled in Nottinghamshire. Material could include educational leaflets, bin stickers, adverts and web-based promotion.
18. Furthermore, investment in roadshow events across the County will be considered, which would allow direct engagement with residents.

Initiative 2 - Training and Support

19. Long term funding constraints have impacted on Nottinghamshire’s WCAs, which have no statutory recycling targets.
20. This decrease in resources and lack of statutory incentives means many of the WCA waste advisor (and recycling officer) roles no longer exist, resulting in limited resources available to check and reject bins at the kerbside, which consequently means reliance is placed solely on frontline crews to check and reject the bins.
21. It is proposed therefore that the Council supports districts and boroughs by offering frontline crews additional training.
22. Training packages could include activities such as a reminder of the targeted materials that should be present in the kerbside recycling bin, a tour of the Materials Recovery Facility (MRF) to showcase how the materials are sorted, a demonstration of the effect contamination has on the process, plus information on why the targeted materials have been chosen and how best to engage with the public.
23. This training will help with identifying contaminated recycling bins, and thus increasing confidence with rejecting those bins.
24. All existing crews could take part in the training package. Furthermore, the training could be part of crew induction for new staff members and could also be carried out as part of quarterly refresher training.
25. As well as frontline staff, senior officers and managers and elected members could also undergo training sessions or workshops to ensure a consistent message within each WCA.

Initiative 3 - Kerbside Support

- 26. In addition to training it is proposed that funding be used to support districts and boroughs with additional resources to assist collection crews by providing waste inspectors to help with activities such as checking of the bins, labelling contaminated bins and engaging with members of the public.
- 27. This additional support would help WCAs with rejecting contaminated bins at the kerbside.
- 28. By way of example, in 2017, as part of a contamination working group project, Veolia temporarily seconded two employees from the Mansfield MRF to become recycling waste inspectors in Ashfield and Mansfield.
- 29. Both districts involved were welcoming of the additional support, and there was a measurable decrease in contamination, and reduction in black bags present in the dry recycling during the project.

Next Steps

- 30. As mentioned above, for the County Council to gain the benefit from any invest to save initiative undertaken it is important that WCAs (and Veolia) are fully engaged and committed.
- 31. Engagement with the districts and boroughs at Member and Senior Officer Level will continue through the Joint Waste Management Committee (JWMC) and Joint Officer Board (JOB) meetings and projects will continue to be delivered through the Contamination Working Group.
- 32. Once the national Resource and Waste Strategy has been published the initiative(s) noted above will be reviewed to establish which are still the most appropriate to deliver the predicted savings.
- 33. It is likely that a mixture of the initiatives outlined above will form the basis of the invest to save project for 2019/20 and 2020/21. The final project will be developed and progressed in consultation with the relevant members and partners, including Veolia.
- 34. Any significant changes will be brought back to Committee for approval.

Other Options Considered

- 35. As noted above limited resources have in part resulted in an increase in contamination within the dry recycling collections, so do nothing is not considered an option at this point.
- 36. One off initiatives such as the support for green waste collections in Ashfield and Bassetlaw will continue to be progressed outside of this proposal where a robust business case exists.
- 37. Funding a recycling incentive scheme, whereby residents are rewarded for recycling correctly, is an option often raised by partners. However, this option would not be deliverable given the limited funding available and furthermore the actual benefits of such schemes have not yet been proven.

Reason/s for Recommendation/s

38. Within a two tier local government structure it is essential that the WDA and WCA (and any contractors supporting those bodies such as Veolia) work together effectively to deliver a suitable waste collection, treatment and disposal service for the public.
39. This proposal will help WCAs to improve the quality of the recyclable material collected at the kerbside, helping to improve their individual recycling rates at no cost to them, whilst the County Council will benefit from reduced waste disposal costs alongside improved recycling and landfill diversion performance.

Statutory and Policy Implications

40. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

41. The £100,000 per annum investment will be met from existing PFI contract budgets, either directly through any underspends, or from the existing PFI reserve.
42. It is anticipated that the proposal will result in longer-term cost savings through a reduction in waste disposal costs and therefore there are no net additional costs arising from this report. Any longer-term cost savings will be used to adjust the contribution to/from the Waste PFI Reserve in future years.

RECOMMENDATION/S

That Committee:

43. Approves the new county-wide sustainable waste project, based upon three key initiatives outlined in this report, with the aim of improving recycling and composting performance and reducing contamination and residual waste, through an invest to save project during 2019/20 and 2020/21.
44. Approves £100,000 initial investment funding for the proposals, and any subsequent savings, being met from/accrued to the waste PFI budget and reserve.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Mick Allen, Group Manager, Place Commissioning, Tel: 0115 9774684

Constitutional Comments [SLB 02/11/2018]

45. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 05/11/2018]

46. The financial implications are set out in paragraphs 41 and 42 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

CULTURAL SERVICES EVENTS PROGRAMME

Purpose of the Report

1. To seek endorsement of the programme of events at our Country Parks and Inspire's various cultural, learning and arts events.

Information

2. Each service provider has many years' experience of managing events as a significant part of their core offer and business plan. The proposed events, which are detailed in **Appendix 1**.

Other Options Considered

3. This event programme is tried and tested and has proved to be very popular with visitors as well as generating additional income. Event providers have already been booked for a number of these events as this has to be done in the summer in order to secure their services. Thus the option to discontinue the programme for 2019 was not considered to be a viable option.

Reason/s for Recommendation/s

4. The programme of events provides entertainment, showcases the natural beauty of the outdoor sites and serves to introduce people to the services who might otherwise not have visited. The events taking place in the autumn and winter also encourage visitor spend in the catering and retail outlets at an otherwise quiet time of the year.

Statutory and Policy Implications

5. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

6. The costs associated with these events are provided for in existing budgets and are offset by additional income from event charges (where levied) and additional secondary spend.

RECOMMENDATION/S

- 1) That the events programme for Cultural Services is endorsed and consent is given for the Council's Communications & Marketing Team to assist as necessary with promotion and publicity.

Derek Highton
Service Director, Place and Communities

For any enquiries about this report please contact: Mark Croston, Cultural Services Commissioning Manager, T: 0115 9932712, E: mark.croston@nottsc.gov.uk

Constitutional Comments [SLB 31/10/2018]

7. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [05/11/2018]

8. The financial implications are set out in paragraph 6 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

All.
C1041

Cultural Services Events – 2019

Car parking charge applies unless otherwise stated

Schedule of Events

Inspire

Date/Time	Title	Venue	Service Area
05-Oct-18	Story Explorers: Under the Sea	Beeston	Family
05-Oct-18	Story Explorers: Under the Sea	West Bridgford	Family
05-Oct-18	NOTTS PEOPLE: SYDNEY RACE	Archives	Heritage
06-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Sutton	Books and Reading
09-Oct-18	Author Visit: Jonathan Nicholas	Bingham	Books and Reading
09-Oct-18	Death at the Dig: A murder mystery with Kate Ellis	Mansfield Central Library	Books and Reading
09-Oct-18	Death at the Dig: A murder mystery with Kate Ellis	Worksop	Books and Reading
10-Oct-18	Exhibition: Nottingham Vision Collective-	West Bridgford Library	Arts
11-Oct-18	Story Explorers: Under the Sea,	Southwell	Family
11-Oct-18	Story Explorers: Under the Sea	Newark	Family
11-Oct-18	Man Booker Prize Shortlist Event	West Bridgford	Books and Reading
11-Oct-18	The Flop	The Old Library	Performance
14-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Mansfield Central Library	Arts

16-Oct-18	Extraordinary Lives of Ordinary Women.	Mansfield Central Library	Heritage
17-Oct-18	Pandemic 1918: the story of the deadliest Influenza in history.	Beeston	Heritage
19-Oct-18	User Not found - Creative Workshop	The Old Library	Workshop
19-Oct-18	User Not Found - Performance 1	The Old Library	Performance
19-Oct-18	User Not Found - performance 2	The Old Library	Performance
20-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Southwell	Arts
22-Oct-18	Jazz Steps Live at the Libraries Presents: Wendy Kirkland: Piano Divas	Beeston	Live Music
23-Oct-18	Jazz Steps Live at the Libraries Presents: Wendy Kirkland: Piano Divas	Worksop	Live Music
24-Oct-18	Heritage Talk: Two Queens and a Countess	Worksop	Heritage
24-Oct-18	Jazz Steps Live at the Libraries Presents: Wendy Kirkland: Piano Divas	Southwell	Live Music
25-Oct-18	Dementia Friendly Film Screening of Show Boat at Mansfield Central Library	Mansfield Central Library	Arts
25-Oct-18	Jazz Steps Live at the Libraries Presents: Wendy Kirkland: Piano Divas	West Bridgford	Live Music
25-Oct-18	Crossings	The Old Library	Performance
26-Oct-18	Family History Surgery 1.30 - 2.00 pm	West Bridgford	Heritage
26-Oct-18	Family History Surgery 2.00 - 2.30 pm	West Bridgford	Heritage
26-Oct-18	Family History Surgery 2.30 - 3.00pm	West Bridgford	Heritage
26-Oct-18	Family History Surgery 3.00 - 3.30 pm	West Bridgford	Heritage
26-Oct-18	Family History Surgery 3.30 - 4.00 pm	West Bridgford	Heritage
28-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	West Bridgford	Arts

29-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Beeston	Arts
30-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Bingham	Arts
30-Oct-18	Pandemic 1918: the story of the deadliest Influenza in history. FULLY BOOKED.	West Bridgford	Heritage
31-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Worksop	Arts
31-Oct-18	ID - Performance 1	The Old Library	Performance
31-Oct-18	ID - Performance 2	The Old Library	Performance
31-Oct-18	The Big Draw 2018: Play! Family Arts Workshop	Retford	Arts
01-Nov-18	The Big Draw 2018: Play! Family Arts Workshop	Newark	Arts
01-Nov-18	ID -Performance 3	The Old Library	Performance
02-Nov-18	The Big Draw 2018: Play! Family Arts Workshop	Hucknall	Arts
02-Nov-18	The Big Draw 2018: Play! Family Arts Workshop	Arnold	Arts
03-Nov-18	The Big Draw 2018: Play! Family Arts Workshop	Kirkby	Arts
06-Nov-18	Vintage Fashion Show: Suffragettes and the First World War	Worksop	Heritage
06-Nov-18	NOTTS PEOPLE: HALLOWEEN AT THE ARCHIVES	Archives	Heritage
07-Nov-18	Spanish Flu: Nursing During History's Deadliest pandemic	Beeston	Heritage
07-Nov-18	Poetry Café	Worksop	Books and Reading
08-Nov-18	Songs and scones	Worksop	Live Music
10-Nov-18	Mischief and Mystery in Moominvalley	Worksop	Family
10-Nov-18	Mischief and Mystery in Moominvalley	Mansfield Central Library	Family

11-Nov-18	Mischief and Mystery in Moominvalley	Bingham	Family
11-Nov-18	Mischief and Mystery in Moominvalley	West Bridgford	Family
13-Nov-18	Author Visit: Trevor Negus	Bingham	Books and Reading
14-Nov-18	Welbeck abbey's royal links	Worksop	Heritage
19-Nov-18	Jazz Steps Live at the Libraries Presents: Mellow Baku	Beeston	Live Music
20-Nov-18	Jazz Steps Live at the Libraries Presents: Mellow Baku	Worksop	Live Music
21-Nov-18	Watson Fothergill: A virtual guided Walk	Beeston	Heritage
21-Nov-18	Jazz Steps Live at the Libraries Presents: Mellow Baku	Southwell	Live Music
22-Nov-18	Jazz Steps Live at the Libraries Presents: Mellow Baku	West Bridgford	Live Music
24-Nov-18	Mischief and Mystery in Moominvalley	Beeston	Family
24-Nov-18	Mischief and Mystery in Moominvalley	Hucknall	Family
24-Nov-18	MyFest18 - Dance, Drama & Film - (North Notts acts) - Saturday	The Old Library	Youth Arts
25-Nov-18	MyFest18 - Dance, Drama & Film - (North Notts acts) - Sunday	The Old Library	Youth Arts
27-Nov-18	Fools and horses: the Victorian Circus	West Bridgford	Heritage
29-Nov-18	Bygone bridge street	Worksop	Heritage
29-Nov-18	Book Club live with Mike Gayle	West Bridgford	Books and Reading
01-Dec-18	Superhero spectacular	Worksop	Family
01-Dec-18	MyFest18 - Music gig- Saturday (afternoon)	The Old Library	Youth Arts
01-Dec-18	MyFest18 - Music gig - Saturday (evening)	The Old Library	Youth Arts
02-Dec-18	MyFest18 - Music gig - Sunday (afternoon)	The Old Library	Youth Arts

02-Dec-18	MyFest18 - Music gig - Sunday (evening)	The Old Library	Youth Arts
05-Dec-18	Learning Course Guide distribution– Spring 2019. Full listings here https://www.inspireculture.org.uk/skills-learning/	Various	Learning
06-Dec-18	Deadly Derbyshire	Worksop	Heritage
06-Dec-18	MyFest18 at Evolution - Dance - (South Notts acts)	The Old Library	Youth Arts
08-Dec-18	The Great Christmas Dig	Mansfield Central Library	Family
10-Dec-18	Jazz Steps Live at the Libraries Presents: Chris Young with the Andrew Wood Trio: Exploring Sinatra's Repertoire - Beeston Library	Beeston	Live Music
11-Dec-18	Thinking Like a poet	Beeston	Creative Writing
11-Dec-18	Jazz Steps Live at the Libraries Presents: Chris Young with the Andrew Wood Trio: Exploring Sinatra's Repertoire	Worksop	Live Music
12-Dec-18	Jazz Steps Live at the Libraries Presents: Chris Young with the Andrew Wood Trio: Exploring Sinatra's	Southwell	Live Music
13-Dec-18	Jazz Steps Live at the Libraries Presents: Chris Young with the Andrew Wood Trio: Exploring Sinatra's Repertoire	West Bridgford	Live Music
04-Jan-19	The Big Draw 2018: play!	Beeston	Arts
05-Jan-19	Spanish Flu: Nursing During History's Deadliest pandemic	Mansfield Central Library	Heritage
09-Jan-19	Worksop history day	Worksop	Heritage
09-Jan-19	Bygone bridge street	Worksop	Heritage
15-Jan-19	First Steps to writing your novel	West Bridgford	Creative Writing
16-Jan-19	exploring Local Maps	Beeston	Heritage
18-Jan-19	Story explorers: polar adventures	Worksop	Family

24-Jan-19	Story explorers: polar Adventures	Mansfield Central Library	Family
01-Feb-19	Story explorers: polar Adventures	Beeston	Family
01-Feb-19	Story explorers: Polar adventures	West Bridgford	Family
02-Feb-19	Thinking like a poet	Mansfield Central Library	Creative Writing
02-Feb-19	Zines	Worksop	Exhibition
02-Feb-19	the elves and the shoemaker	Worksop	Family
07-Feb-19	Greg Byron Presents Wordshow	The Old Library	Books and Reading
09-Feb-19	the Impossible Adventure	Beeston	Family
11-Feb-19	Jazz steps: Brigitte Beraha	Beeston	Live Music
12-Feb-19	Jazz steps: Brigitte Beraha	Worksop	Live Music
14-Feb-19	Jazz Steps: Brigitte Beraha	West Bridgford	Live Music
16-Feb-19	Home Cooked heritage	Beeston	Heritage
19-Feb-19	Investigating life in the Ice Age	Mansfield Central Library	Heritage
20-Feb-19	Struggle and suffrage	Beeston	Heritage
20-Feb-19	Papplewick pumping Station: A temple to Water	Mansfield Central Library	Heritage
21-Feb-19	Get Drawing! With Steve Smallman	Mansfield Central Library	Arts
21-Feb-19	Get Drawing! With Steve Smallman	Worksop	Arts
22-Feb-19	Draw-along with Katie Abey	Beeston	Arts
22-Feb-19	The big Draw 2018: Play!	West Bridgford	Arts
22-Feb-19	Draw-along with Katie Abey	West Bridgford	Arts

23-Feb-19	Home Cooked heritage	West Bridgford	Heritage
26-Feb-19	Struggle and suffrage	West Bridgford	Heritage
28-Feb-19	I don't know What I'm supposed to be doing	Workshop	Performance
02-Mar-19	Home Cooked heritage	Mansfield Central Library	Heritage
08-Mar-19	WORD! Featuring Zena Edwards	Beeston	Books and Reading
09-Mar-19	Home Cooked heritage	Workshop	Heritage
w/c 11 Mar-18	Learning Course Guide distribution– Summer 2019. Full listings here	Various	Learning
11-Mar-19	Jazz Steps:Young Pilgrims	Beeston	Live Music
12-Mar-19	The lady in the veil –the Nottinghamshire Connection	West Bridgford	Heritage
12-Mar-19	Jazz steps: young pilgrims	Workshop	Live Music
14-Mar-19	Exploring local newspapers	Workshop	Heritage
14-Mar-19	The Odyssey	The Old Library	Performance
19-Mar-19	Two Queens and a Countess	Mansfield Central Library	Performance
19-Mar-19	Exploring ancestry.com	West Bridgford	Heritage
20-Mar-19	Investigating Life in the Ice Age	Beeston	Heritage
21-Mar-19	Film: Annie get your gun	Mansfield Central Library	arts
21-Mar-19	Bess the Commoner Queen performance	The Old Library	Performance
21-Mar-19	Giving voice to ancestors	West Bridgford	Heritage
21-Mar-19	The Lady in the Veil	West Bridgford	Heritage

21-Mar-19	Dementia Friendly Film Screening of Annie Get Your Gun at Mansfield Central Library	Mansfield Central Library	Arts
21-Mar-19	Bess - The Commoner Queen	The Old Library	Performance
22-Mar-19	Bess the Commoner Queen Performance	The Old Library	Performance
22-Mar-19	Bess - The Commoner Queen - Matinee Performance	The Old Library	Performance
26-Mar-19	Taking tea with Cathy Bramley	Mansfield Central Library	Books and Reading
28-Mar-19	Story explorers: Fantastical Forests	Mansfield Central Library	Family
30-Mar-19	The Impossible Journey: A Musical Time Travelling Adventure	Mansfield Central Library	Family
Apr 2019	Learning Course Guide distribution-2019-20. Full listings here	Various	Learning
Jul-Sept	Summer Reading Challenge	All libraries	Libraries

Holme Pierrepont

19th May	Nottingham Sprint Triathlon	National Water Sports Centre
20th May	Outlaw Half	National Water Sports Centre
25th of May	K4 Races	National Water Sports Centre
26th - 27th May	Nottingham City Regatta	National Water Sports Centre
2nd - 3rd June	Sprint Regatta	National Water Sports Centre
2nd - 3rd June	Paddle in the Park	National Water Sports Centre
9th June	Warrior Assault	National Water Sports Centre

10th June	Colour Dash	National Water Sports Centre
16th - 17th June	Masters Championships	National Water Sports Centre
20th of June	K4 Races	National Water Sports Centre
28th June	HPRC Summer League	National Water Sports Centre
30th June	Nottingham Girls High Rowing	National Water Sports Centre
1st July	France Trials	National Water Sports Centre
7th July	X-Runner	National Water Sports Centre
7th - 8th July	Sprint Regatta	National Water Sports Centre
7th & 8th July	Manchester Canoe Club	National Water Sports Centre
12th – 16th July	Junior Crew Formation	National Water Sports Centre
14th July	Royal British Legion	National Water Sports Centre
20th – 22nd July	Junior Championships	National Water Sports Centre
28th July	Big Swim Nottingham	National Water Sports Centre
29th July	Outlaw Full Triathlon	National Water Sports Centre
4th - 5th August	Olympic Hopes Training Camp	National Water Sports Centre
10th August	10 Mile Road Race	National Water Sports Centre
12th August	Run For All	National Water Sports Centre
14th – 17th August	Start Test Camp	National Water Sports Centre
18th - 19th August	Sculling Festival	National Water Sports Centre
25th August	Club Relays Triathlon	National Water Sports Centre
1st - 2nd September	Sprint Regatta	National Water Sports Centre
1st - 2nd September	Canoe Polo British Open	National Water Sports Centre
1st - 2nd September	Holme Pierrepont Open	National Water Sports Centre
8th September	Pretty Muddy	National Water Sports Centre
8th – 9th September	Canoe Polo Europeans	National Water Sports Centre
14th - 16th September	GBR Team Start Test Camp	National Water Sports Centre
22nd - 23rd September	Dragon Boats	National Water Sports Centre
22nd - 23rd September	HPP Slalom Selection	National Water Sports Centre
5th - 7th October	GBR Team Start Test Camp	National Water Sports Centre
6th October	Survival of the Fittest	National Water Sports Centre
19th – 21st October	Senior Championship	National Water Sports Centre
27th – 30th October	Junior Potential Camp	National Water Sports Centre
1st - 2nd November	Junior Potential Camp Cont'd	National Water Sports Centre
3rd - 4th November	GBR Start Test Camp	National Water Sports Centre
4th November	Time to Run Events	National Water Sports Centre
17th November	Cyclo-Cross	National Water Sports Centre
1st - 2nd December	Time 2 Run Events	National Water Sports Centre

25 th - 27 th May	Food and Drink Festival	Rufford Abbey Country Park
1 st - 3 rd June	Outdoor Cinema Weekend	Rufford Abbey Country Park
23 rd & 24 th June	Knights of Nottingham Jousting	Rufford Abbey Country Park
6 th & 7 th July	Outdoor Cinema – The Greatest Showman	Rufford Abbey Country Park
11 th July	Heritage Day	Rufford Abbey Country Park
21 st July - 9 th Sept	Opening of Rufford Beach	Rufford Abbey Country Park
21 st Aug - 2 nd Sep	Summer Trail	Rufford Abbey Country Park
29 th Aug	Moggs and Minors Car Rally	Rufford Abbey Country Park
17 th Aug	Notts CC Outdoor Cinema (War Horse)	Rufford Abbey Country Park
18 th & 19 th Aug	Outdoor Cinema	Rufford Abbey Country Park
29 th & 30 th Sep	1940's Weekend	Rufford Abbey Country Park

Sherwood Forest Country Park

19th May	Archaeology of the Birklands	Sherwood Forest Country Park
26th - 28th May	Living History Camp – The Falchions	Sherwood Forest Country Park
31st May	Summer Mini-beast Safari	Sherwood Forest Country Park
1st June	Summer Mini-beast Safari	Sherwood Forest Country Park
2nd June	Nightjar Walk	Sherwood Forest Country Park
3rd June	Tracks, Trails & Signs	Sherwood Forest Country Park
9th & 10th June	Major Oak Woodland Festival	Sherwood Forest Country Park
16th June	Glow Worm Walk	Sherwood Forest Country Park
23rd June	Fairy & Elf Forest Fun	Sherwood Forest Country Park
24th June	Welsh Clearwing Walk	Sherwood Forest Country Park
30th June	Glow Worm Walk	Sherwood Forest Country Park
1st July	Family Task Morning	Sherwood Forest Country Park
7th July	Bat Walk	Sherwood Forest Country Park
21st July	Mini Butterfly Hunt (under 7's)	Sherwood Forest Country Park
28th July	Butterfly Hunt (ages 7-12)	Sherwood Forest Country Park
27th Aug – 2nd Sept	34 th Annual Robin Hood Festival	Sherwood Forest Country Park

6 December 2018**Agenda Item:6**

REPORT OF THE CORPORATE DIRECTOR, PLACE

NOTTINGHAMSHIRE HIGHWAY DESIGN GUIDE

Purpose of the Report

1. To seek authorisation to consult with stakeholders and interested parties on a draft Nottinghamshire Highway Design Guide.

Information

Resignation from the 6Cs Board

2. Committee will recall that at its meeting the 19th April 2018 it resolved that:
 - (i) delegated authority be granted to the Corporate Director (Place) to make the necessary arrangements to resign the County Council's membership of the 6C's Board including refund of any surplus held by the 6C's Board;
 - (ii) the Authority continue its use of the existing 6C's Highway Design Guide following resignation (rebranded as the 'Nottinghamshire County Council Highway Design Guide';
 - (iii) delegated authority be granted to the Corporate Director (Place) to investigate and initiate opportunities to work in collaboration with Leicestershire County Council and the Midlands Highway Alliance on the development of a revised Highway Design Guide.
3. It is confirmed that the County Council resigned its membership of the 6Cs Board in September of this year and is now using the rebranded Highway Design Guide. Having investigated opportunities for collaborative work with Leicestershire County Council and the Midlands Highway Alliance on the development of a revised Highway Design Guide it can be reported that at the moment there are not any opportunities that exist. Therefore officers have worked to develop a draft guide specifically for Nottinghamshire.

The Nottinghamshire Highway Technical Design Guide

4. The original 6Cs Guide and its revision contained a great deal of information on the architectural concepts of designing a development with much of it being a repetition or reinterpretation of existing national guidance contained in such documents as Manual for Streets. As previously reported, the inclusion of this type of material within the Guide, whilst relevant to high density housing in urban areas within a city environment, made the document confusing and open to varying interpretations to all who used it.
5. The draft revised guide, however, has been written to provide a simple and to the point guide that gives developers the information they need to design and build roads that are to standards that provide a safe and attractive environment for Nottinghamshire residents to live in and that can be adopted by the Highway Authority without it taking on undue liabilities that can adversely

affect the public purse. This approach will help to ensure that issues related to the interpretation of advice contained within the Guide is minimised meaning that all parties involved in the processes of designing and building roads in developments should be able to do so in a more effective and efficient manner. The original 6Cs Guide is 300 plus pages of content whilst the draft Nottinghamshire Guide is 77 pages. The draft Nottinghamshire Guide is attached as Appendix A.

Adoption as Policy and the Necessary Process Required To Do So

6. The original 6Cs Design Guide was adopted as policy by the County Council in 2009. Its use by the Highway Authority and Local Planning Authorities within the County has ensured that there is a consistent approach on highway matters within planning proposals and the process of determining these. It has also ensured that decisions and recommendations made by the Highway Authority to Local Planning Authorities can be justified and evidenced should there be a need to appear before a Government appointed Planning Inspector if a planning decision is challenged on highway grounds.
7. Given the above it is therefore essential that a revised Guide is also adopted as policy. As part of the process involved in it being adopted as policy, it is both necessary and correct that the draft Guide is subject to consultation with stakeholders (both internal and external to the Authority) as well as with interested external bodies and organisations.
8. The County Council has existing procedures for consultation and public engagement and it is therefore requested that authorisation is given to consulting on the draft Guide in line with these to enable the views and comments of those who will be affected by the Guide to be sought and, where practicable, incorporated into the final Guide. Once that is completed it is intended to bring the final draft of the Guide to Committee in mid-2019 for its approval and for the Guide to be then taken to Policy Committee for formal adoption as policy.

Other Options Considered

9. Consideration has been given to the County Council continuing to use the rebranded original 6Cs Guide but the contents of this are now dated and in many instances causing confusion and issues with interpretation.

Reason/s for Recommendation/s

10. The Highway Authority needs to revise its guidance on the highway aspects of new developments and for this guidance to be adopted as policy by the County Council. This will ensure that the Highway Authority can robustly deal with developers to ensure that highway infrastructure within new developments is both safe and attractive for Nottinghamshire residents and is not a future maintenance liability for the Authority. For the draft Guide to become policy it is both necessary and appropriate to formally consult with interested parties...

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12.No negative impacts and the Authority is saving £6,600 pa from not having to pay membership fees to the 6Cs Board.

Implications for Service Users

13.The eventual adoption of a new Highway Design Guide as County Council policy will assist in ensuring that developments have a safe and attractive highway infrastructure that is not a future maintenance liability. It will also assist those developers designing and building their highway infrastructure to do so with a Guide that gives them the information that they need in a simple and concise format.

RECOMMENDATION/S

It is recommended that Committee:

- 1) Approve the consultation on the draft Nottinghamshire Highway Design Guide in accordance with the County Council's policy and procedure on such matters and that any necessary publicity also be carried out.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Clive Wood, Team Manager Highway Development Control, Tel: 0115 9774585

Constitutional Comments [SJE 02/11/2018]

14.This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management and residents' parking schemes) has been delegated. Formal approval of the final 'Nottinghamshire Highway Design Guide', as a policy to support a strategic vision for Nottinghamshire, is reserved to Policy Committee.

Financial Comments [RWK 05/11/2018]

15.The financial implications are set out in paragraph 12 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Current Highway Design Guide
- Draft Nottinghamshire Highway Design Guide.

Electoral Division(s) and Member(s) Affected

- All

Index

- 1.0 [Introduction & Road Network Policy](#)
- 2.0 [Hierarchy, Well-connected Streets & Emergency Access](#)
- 3.0 Design
 - 3.1 [Geometry of Residential Roads](#)
 - 3.2 [Geometry of Industrial Roads](#)
 - 3.3 [Visibility Splays & Stopping Sight Distances](#)
 - 3.4 [Vertical Curves](#)
 - 3.5 [Speed Restraint](#)
 - 3.6 [Shared Surfaces Guidance](#)
 - 3.7 [Quality Audit Guidance](#)
 - 3.8 [Headroom, clearances, structures and obstacles on, in, and over the highway](#)
- 4.0 Parking
 - 4.1 [Residential Parking](#)
 - 4.2 [Commercial Parking](#)
- 5.0 Materials
 - 5.1 [Materials General](#)
 - 5.2 [Drainage](#)
 - 5.3 [Utilities](#)
 - 5.4 [Structures](#)
- 6.0 [New Roads, APC, & Section 38](#)
- 7.0 [Off-site Highway Works, Junctions & Section 278](#)
- 8.0 [Commuted Sums](#)
- 9.0 [Specification](#)

Introduction, General Access, and the Road Network Policy

1.1 Introduction

There is ample national guidance encouraging the creation of high-quality development and distinctive places. However, since the abolition of Design Bulletin 32, there is no national technical standard that can be used as reference when designing non-strategic road and street layouts. Therefore, rather than replicate what is available nationally, this document's aim is to provide architects, town planners, urban designers, and developers with straight-forward highway design technical guidance and specifications for roadworks. National guidance is only repeated where it is necessary within this context. This document can therefore be read as a companion guide to the likes of Manual for Streets. It should not be seen as an alternative to Manual for Streets principles or other national guidance that is or becomes available in the future. Engineering judgement will be applied when considering any submission but any relaxation to the guidance presented here will be at the sole discretion of the highway authority.

1.2 Principles of access to the highway network

In line with integrated transport principles, we will take the following approach on new connections to the road network. We will look to severely restrict access to the most important high-standard routes. Elsewhere, particularly in urban locations, we will apply a more flexible approach subject to complying with this design guidance. We will not support planning applications that raise concerns about road safety.

We will normally consider restrictions on new accesses for vehicles from 'A' and 'B' class roads and the increased use of existing accesses on:

- roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;
- roads with a speed limit of 40mph or less which are essentially rural in nature;
- roads that are at or near capacity (cannot carry more traffic); and
- roads where there is an existing problem with road safety.

New accesses for vehicles and the increased use of existing accesses on other classified and unclassified roads will normally be restricted on:

- roads where there is an existing problem with road safety;
- other routes that are not suitable to carry the additional traffic and type of traffic from the development.

If access to a development can be gained off a minor or side road, you should normally consider this option as preferable (with improvements to the junction of the minor side road with the main road as necessary).

1.3 Need for Transport Assessments, Transport Statements, and Travel Plans

The National Planning Policy Framework 2018 (NPPF) covers the current national policy for promoting sustainable transport.

NPPF states that:

“Planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities”.

The preparation of a Transport Assessment in support of a proposed development is identified as a key document in encouraging the use of more sustainable modes of transport. The NPPF goes on to say:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed” ;

Government guidance on the preparation of Transport Assessments, Transport Statements, and Travel Plans is provided in Planning Practice Guidance (PPG). The PPG states that

“Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance”.

In general, this Authority will seek a Transport Statement or a Transport Assessment and Travel Plan based on the following thresholds. These equate to development scenarios which would typically generate greater than 30 two-way peak hour vehicle trips. However, there may be specific circumstances where the threshold requires adjustment both up and downwards. Lorry movements should be converted to Passenger Car Units (PCU) if likely to be material.

Land use	Use/description of development	No assessment	Transport Statement	Transport Assessment and Travel Plan
Food retail (A1)	Retail sale of food goods to the public – food superstores, supermarkets, convenience food stores.	<250sq.m	>250 <800sq.m	>800sq.m

Land use	Use/description of development	No assessment	Transport Statement	Transport Assessment and Travel Plan
Non-food retail (A1)	Retail sale of non-food goods to the public; but includes sandwich bars – sandwiches or other cold food purchased and consumed off the premises, internet cafés.	<800sq.m	>800 < 1,500sq.m	>2,500sq.m
C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	<50 units	>50<80 units	>80 units
B1 Business	(a) Offices other than in use within Class A2 (financial and professional services) (b) research and development – laboratories, studios (c) light industry	<1,500sq.m	>1,500<2,500sq.m	>2,500sq.m
B2 General industrial	General industry (other than classified as in B1), The former 'special industrial' use classes, B3 – B7, are now all encompassed in the B2 use class.	<2,500sq.m	>2,500 < 4,000sq.m	>4,000sq.m
B8 Storage or distribution	Storage or distribution centres – wholesale warehouses, distribution centres and repositories.	<3,000sq.m	>3,000 < 5,000sq.m	>5,000sq.m

Land use	Use/description of development	No assessment	Transport Statement	Transport Assessment and Travel Plan
Mixed Development/Sui Generis	Sui generis - For example: stadium, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders' yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners.	Discuss with highway authority		
A2 Financial and professional services	Financial services – banks, building societies and bureaux de change, professional services (other than health or medical services) – estate agents and employment agencies, other services – betting shops, principally where services are provided to visiting members of the public.	<1,000sq.m	>1,000<2,500sq.m	>2,500sq.m
A3 restaurants and cafes	Restaurants and cafés – use for the sale of food for consumption on the premises, excludes internet cafés (now A1).	<300sq.m	>300<2,500sq.m	>2,500sq.m
A4 Drinking establishments	Use as a public house, wine-bar or other drinking establishment.	<300sq.m	>300<600sq.m	>600sq.m

Land use	Use/description of development	No assessment	Transport Statement	Transport Assessment and Travel Plan
A5 Hot food takeaway	Use for the sale of hot food for consumption on or off the premises.	<250sq.m	>250<500sq.m	>500sq.m
C1 Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided'	<75 bedrooms	>75<100 bedrooms	>100 bedrooms
C2 Residential institutions- hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	<30 beds	>30<50beds	>50 beds
C2 Residential institutions - residential education	Boarding schools and training centres	<250 students	>50<150 students	>150students
C2 Residential institutions - hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation.	<250 residents	>250<400 residents	>400 residents
D1 Non-residential institution	Medical and health services – clinics and health centres, crèches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctor's house), museums, public libraries, art galleries, exhibition halls, non-residential education and training centres, places of worship, religious instruction and church halls.	<500sq.m	>500<1,000 sq.m	>1,000sq.m

Land use	Use/description of development	No assessment	Transport Statement	Transport Assessment and Travel Plan
D2 Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	<500sq.m	>500sq.m<1,500sq.m	>1,500sq.m

1.4 Road Adoption

We will encourage developers to create residential road layouts that are to an adoptable standard and that will be offered for adoption to protect residents' interests. We will not normally adopt access to developments of five or less dwellings. We will discourage the use of private roads serving in excess of five dwellings, and will consider whether the use of the Advanced Payment Code, Highways Act 1980 is appropriate to secure adoption in each case. In exceptional circumstances we may consider private roads serving in excess of five dwellings subject to the Authority being indemnified from the cost of making-up roads and private maintenance arrangements being put in place.

For employment and commercial developments, we will not normally seek to adopt road layouts purely of an industrial or commercial nature unless a through route with wider strategic transport benefits.

[End]

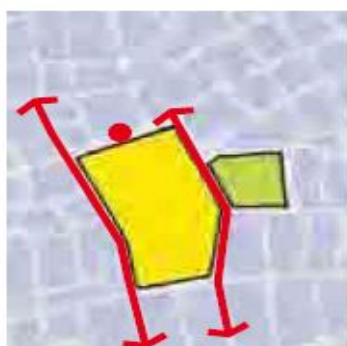
Hierarchy, Well-connected Streets, and Emergency Access

Road Hierarchy

2.1 Levels of multimodal movement will vary throughout a place. Higher levels of activity would normally be expected near shops, schools, community facilities and around major corridors, whereas lower levels of activity might occur in minor residential streets and less formal areas. The standard of highway infrastructure should reflect this. Wider corridors will be required to accommodate wider footways around schools and shops, to incorporate cycling facilities, bus routes, and frequent lorry movements.

2.2 One of the main principles promoted by Manual for Streets (MfS) is to create networks of streets that provide permeability and connectivity to main destinations with a choice of routes. It is particularly important that the routes for walking and cycling are clear and direct and that bus routes do not become overly protracted. The overall hierarchy must therefore give priority to these modes of transport and consider the level of usage. The principle is to ensure that new development enhances the existing movement framework of an area rather than disrupting or severing it. MfS suggests that internal permeability is important but that the area also needs to be properly connected with adjacent street networks because a development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than by other modes. MfS recommends that pedestrians and cyclists share streets with motor vehicles as this generally provides a more secure environment than connecting pathways as streets can more easily be designed to be overlooked with active frontages. Connected or permeable networks also lead to a more even spread of motor traffic throughout the area and so avoid the need for distributor roads with no frontage development. Furthermore, the avoidance of cul-de-sacs reduces the concentration of traffic on a smaller number of dwellings, negates the need for turning heads which are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles.

● Bus stop ↔ Principal routes ↔ Internal streets



Consider how best the site can be connected with nearby main routes and public transport facilities.



The typical cul-de-sac response creates an introverted layout which fails to integrate with its surroundings.



A more pedestrian friendly approach that integrates with the surrounding community. It links existing and proposed streets and provides direct routes to bus stops.

Integrating new development into the existing urban fabric is essential

Well-connected streets

2.3 New residential streets should be designed to form part of a well-connected street network (block structure). Well-connected street networks have significant advantages as:

- a shorter route can be used to cover a given area;
- reversing may be avoided altogether;
- they minimise land-take by avoiding the need for wasteful turning areas at the ends of cul-de-sacs;
- they encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution;
- more people on the streets leads to improved personal security and road safety. Research shows that the presence of pedestrians on streets causes drivers to travel more slowly;
- for utility companies – they provide space for service provision and alternative service routes;
- for highway and utility maintenance operations - traffic can be routed around a point closure if it is necessary to excavate the carriageway for maintenance.

2.4 Developments will usually need at least two access points to the highway network. The number of external connections that a development provides depends on the nature of its surroundings. These access points should be to adoptable standards and available for general public use.

2.5 Cul-de-sacs may only provide a practical solution for developing awkward sites where the site is linear in nature, has difficult topography, boundary or other constraints and where through routes are not practical.

Bus Routes

2.6 Larger developments must make provision for an efficient bus routing strategy. We would support a bus route that serves the great majority of dwellings well (in excess of 80%) rather than one that serves all homes poorly with an indirect service. However, affordable housing, and higher-density development (greater than 30 dwellings per hectare) should all be located within 400m of a bus stop, and preferably closer.

Emergency Access

2.7 We will not normally accept emergency accesses because of:

- enforcement problems arising from their misuse;
- potential difficulties that could be encountered by the emergency services;
- maintenance issues and vandalism of access-control equipment; and
- general crime and anti-social behaviour problems.

2.8 Where there are valid reasons why at least two points of access cannot be achieved, and where the development proposal is otherwise acceptable to us, we may be prepared to consider an emergency access as long as:

- the emergency link is also of strategic benefit for pedestrians and cyclists;
- highway safety is not compromised and the access is not likely to be a source of crime or anti-social behaviour problems;
- there are appropriate means of controlling its use;

- you have fully consulted the emergency services and the proposals are acceptable to them;
- the access is designed to accommodate safely all vehicles likely to use it; and
- long-term maintenance responsibilities are clearly defined and secured.

[End]

Geometry Requirements for Residential Streets and Driveways					
Road Type	Major Residential Access Road	Residential Access Road	Residential Access Way	Shared Private Drive	Single Private Drive
Function	Must be designed to accommodate buses (15m long rigid bus) and include provisions for cyclists	Includes separate footway provision for pedestrians	Includes separate footway provision but may be shared surface subject to Quality Audit	Private access	
Quality Audit	If a departure from guidance		If a departure from guidance or shared surface	If a departure from guidance	
Number of dwellings	No limit subject to Transport Assessment. Must include multiple points of access and be suitable to form part of a wider bus route with bus stops at 300m-400m intervals	No limit subject to TA provided 80% of dwellings are within a 400m maximum walking distance of a bus stop (See Hierarchy) which may increase to 500m if passed by a high-frequency services (every 12 minutes or better). May be a bus route	80% to be within 400m of a bus stop (See Hierarchy). Cul-de-sacs are to be avoided	Maximum 5 dwellings	Single dwelling
Access to schools	Yes	Yes, but not in a cul-de-sac	No		
Target speed	30mph	20mph	15mph	N/A	

Geometry Requirements for Residential Streets and Driveways											
Road Type	Major Residential Access Road		Residential Access Road		Residential Access Way		Shared Private Drive		Single Private Drive		
Minimum carriageway width	6.2m subject to vehicle tracking increasing to 6.5m outside schools, shops, other areas of increased activity with an addition width of 2.5m for car parking or 2.75m for loading ¹		Minimum of 5.5m unless outside schools, shops, other areas of increased activity or on a bus route then reference to Major Residential Access Road dimensions		Minimum of 4.8m		4.8m width within 8.0m of the road		Minimum 3.0m or 3.6m if access required on both sides		
Turning Heads	Should not be necessary in a well-connected network		Should not be necessary in a well-connected network		Required for cul-de-sacs in excess of 20m see examples below		Required		Likely to be required on ‘A’ and ‘B’ class, high frequency bus routes, and other busy roads		
Carriageway centre-line radius	Residential roads serving more than 25 dwellings that curve through more than 10 degrees						N/A				
	Radius (m)	20	30	40	50	60					80
	Min. widening (m)	0.6	0.4	0.35	0.25	0.2					0.15
	Widening should be on both sides of the curve, or on the inside. Otherwise to be defined by tracking										
Junction radii	Usually 10m to be confirmed by vehicle tracking		Usually 6.0m increasing to 10m on a bus route to be defined by tracking		Usually 6.0m		Dropped Kerb the width of the access plus 2 kerbs 1:14 max gradient		Dropped kerb the width of the access or plus 2 kerbs if on a classified road or bus route 1:14 max gradient		

Geometry Requirements for Residential Streets and Driveways					
Road Type	Major Residential Access Road	Residential Access Road	Residential Access Way	Shared Private Drive	Single Private Drive
Junction spacing	To be addressed by way of Transport Assessment	Not within the visibility splay of an adjacent junction or to a T-junction Crossroads should only be used in exceptional circumstances and will be treated as special features within a layout Side roads should be staggered at least by 15m centres, and right/left staggers are preferable to left/right so as to reduce conflicting movements		Not within twice the junction radii, on corners (radii), at bus stops or lay-bys, close to refuges, close to traffic calming features, pedestrian crossings, or close to street furniture	
Junction approach	Wherever possible 90 degrees to priority road for at least twice the kerb radius			Wherever possible 90 degrees to priority road	
Carriageway crossfall	1:40			N/A	
Carriageway longitudinal gradient	Flexible surfacing: minimum 1:100 maximum 1:20 Not to exceed 1:30 for the first 10m of a junction		Flexible surfacing: minimum 1:100 Block surfacing: minimum 1:80 Maximum 1:20 Not to exceed 1:30 for the first 10m of a junction	Maximum 1:12	
Carriageway vertical curves	See: Vertical Curves			N/A	
Visibility splays at junctions, bends and vertical crests	Minimum 47m	Minimum 25m or 27m if on a bus route	Minimum 17m	See road type	
	For existing roads see: Visibility Splays				

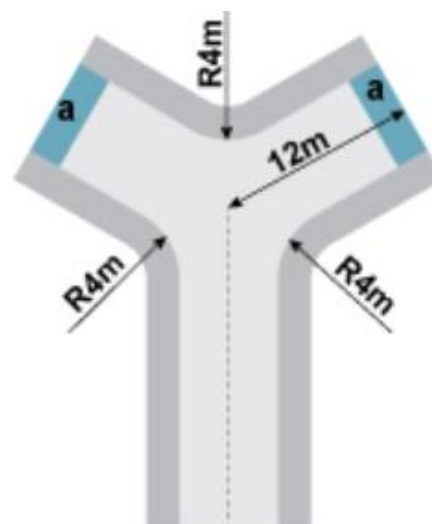
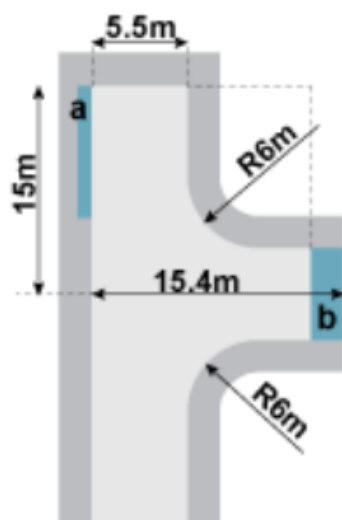
Geometry Requirements for Residential Streets and Driveways					
Road Type	Major Residential Access Road	Residential Access Road	Residential Access Way	Shared Private Drive	Single Private Drive
Service strips	2.0m usually combined with footway (see verges)		2.0m in footway	N/A	
Carriageway margins	0.6m increasing to 0.75m if containing street lighting (Development on opposite side of the road only)		0.6m increasing to 0.75m if containing street lighting (Development on opposite side of the road only).	N/A	
Verges	To be assigned to dwellings but not allowed on flank frontages To be located to the rear of foot or cycle ways Minimum 1.0m wide minimum 10sq.m otherwise hard paved Minimum of 2.0m if containing services			N/A	
Footway width	Usually 2.0m minimum width on both sides of the carriageway Minimum 3.0m outside schools and bus stops (0.5m minimum clearance between bus shelters and carriageways) Minimum 4.0m in shopping areas		Usually 2.0m minimum width on both sides of the carriageway	N/A	
Footway pinch points	Minimum 1.2m for a maximum length of 6.0m Obstacles such as cabinets or street furniture not within 0.5m of the carriageway			N/A	
Footway gradients	Minimum 1:100 Maximum 1:20 Maximum crossfall 1:35, Maximum 1:12 at driveways			N/A	
Pedestrian visibility splays at accesses see: Visibility Splays	Minimum 2.0m x 2.0m	Minimum 2.0m x 2.0m within 50m of schools, shops, areas of high pedestrian activity and from shared private drives	Not required at single drives or minimum 1.0 x 1.0m in shared surface streets	Minimum 2.0m x 2.0m	As per road type or 2.0m x 2.0m where the footway or footway plus verge is <2.0m width

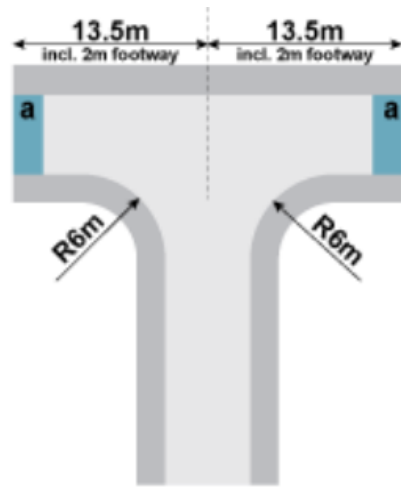
Geometry Requirements for Residential Streets and Driveways						
Road Type	Major Residential Access Road	Residential Access Road	Residential Access Way	Shared Private Drive	Single Private Drive	
Bus Stops	300m – 400m interval 180mm raised kerbing height for 3m min. 3m min. footway width To include shelters, lighting, real-time displays, timetable cases, & bus stop clearways Lay-bys only where a large number of people will want to board		To be within 400m walking distance of a fully equipped bus stop	N/A		
Bus Frequency	Target every 30m minutes minimum day time services, evenings and weekends minimum hourly			N/A		
Cycleway (see Nottinghamshire Cycling Design Guidance)	Yes	Yes if part of wider internal network	No but may require pedestrian / cycle links	No		
	Joint use of cycle and pedestrian routes					
	Type	Width	Centre-line radius	Forward visibility	Crossfall	Longitudinal gradient
	Joint use with pedestrians (except where cyclist and pedestrian flows are likely to be high)	Minimum 3.0m (add 0.25m per side bounded by wall or hedge) Minimum1.2m for a maximum length of 6.0m at pinch points	6m	20m	1:35 (no adverse camber)	Max 1:100 Min 1:20

(1) Reference 'Buses in Urban Developments' - CIHT January 2018

3.1.1 Turning Heads

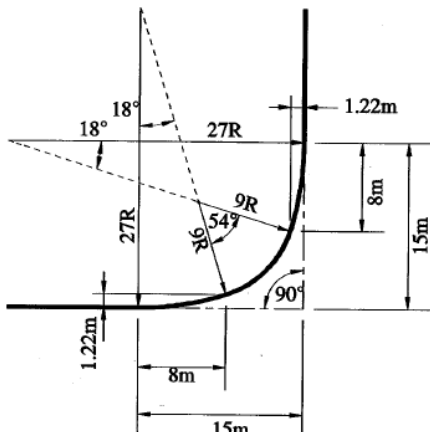
Entrances to premises or private drives should be located at the ends of turning heads in order to discourage parking. The size of the turning head should be determined by the expected type of vehicles. In a residential area, this would usually be sufficient to accommodate a full sized dust cart 11.5m – 12m long (see figure below). The turning head may be contained within a road junction provided that there are no cul-de-sacs in excess of 20m without turning heads. The blue shaded areas in the below diagrams are required for vehicle overhang and must be included as part of the highway. These can form all or part of a footway. Where larger vehicles are likely to be frequent, it may be necessary to incorporate a larger turning head. It is not necessary to construct the turning head in the precise shape shown in these diagrams, or even to distinguish it by means of surface demarcation. It is simply necessary to demonstrate that the space provided is appropriately laid out to accommodate the size of vehicle consistent with the type of development by way of vehicle tracking. Turning heads can be 'disguised' to avoid them becoming a dominant presence in a street.





[End]

General Geometry of Industrial Estates

Geometry Requirements for Industrial/Commercial Roads					
	Major industrial access road	Minor industrial access road	Access to Premises		
Function	B2 and B8	B1	B1, B2, B8		
Size	No limit subject to Transport Assessment (TA). Must include multiple points of access with provision for buses.	No limit subject to TA provided all employment units are within a 400m maximum walking distance of a bus stop.	Usually a single point of access subject to TA depending on scale		
Target speed	30mph	25mph	N/A		
Minimum carriageway width	7.3m	6.0m for offices 6.75 for other B1 uses	N/A		
Carriageway centre-line radius and widening on bends	55m minimum			N/A	
	Radius (m)	55 to 74	75 to 89		90 to 150
	Min. widening (m)	1.2	0.7		0.6
	Widening should be on both sides of the curve, or on the inside.				
Junction radii	<div>Compound Curve (see DMRB TD42/95)</div> 			<div>B1 and B2 - minimum 10m wide entrance 15m dropped kerb across a 2.0m wide footway.</div> <div>B8 - radius kerbs</div>	
	Else subject to vehicle tracking.				

Geometry Requirements for Industrial/Commercial Roads

	Major industrial access road	Minor industrial access road	Access to Premises
Junction spacing	90m on the same side of the road that maybe reduced to 60m if the priority road is speed restrained, 40m on opposite sides.		Not within twice the junction radii
Junction approach	Wherever possible 90 degrees to priority road for at least twice the kerb radius		N/A
Turning heads	No normally required if more than one point of access.	In accordance with Freight Transport Association publication 'Designing for Deliveries'.	
Carriageway crossfall	1:40		N/A
Carriageway longitudinal gradient	Flexible surfacing: minimum 1:100 maximum 1:20 Not to exceed 1:30 for the first 10m of a junction		N/A
Carriageway vertical curves	See: Vertical Curves		N/A
Visibility splays at junctions, bends and vertical crests	Minimum 59m Visibility Splays	Minimum 47m Visibility Splays	As per road type from 2.4m minimum setback (X distance) Visibility Splays
Service strips	2.0m usually combined with footway (see verges)		N/A
Carriageway margins	0.5m increasing to 0.75m if containing street lighting (Development on opposite side of the road only)		N/A
Verges	Not normally acceptable in the highway		N/A
Footway width	Usually 2.0m minimum width on both sides of the carriageway		N/A
Footway pinch points	Minimum 1.2m for a maximum length of 6.0m		N/A
Footway gradients	Minimum 1:100, Maximum 1:20 Maximum crossfall 1:35 Maximum 1:12 at accesses		

Geometry Requirements for Industrial/Commercial Roads			
	Major industrial access road	Minor industrial access road	Access to Premises
Pedestrian visibility splays at access	2.0m x 2.0m		
Bus stops	300m – 400m interval 180mm raised kerbing height for 4m min. Lowered kerbs for access 3m min. footway width To include shelters, lighting, real-time displays, timetable cases, & bus stop clearways		N/A
Bus frequency	Target every 30m minutes minimum day time services, evenings and weekends minimum hourly		

[End]



Stopping Sight Distance (SSD)

SSD is calculated using the following equation:

$$SSD = vt + \frac{v^2}{2(d+0.1a)}$$

v = speed (or velocity) (m/s) (85%ile wet-weather measured speed)

t = driver perception-reaction time (s)

t = 1.5s if ≤ 37 mph (60 kph) 85%ile wet-weather measured speed

t = 2.0s if ≥ 37 mph (60 kph) 85%ile wet-weather measured speed

d = deceleration (m/s^2)

d = 4.41 m/s^2 if $< 5\%$ HGVs

d = 3.68 m/s^2 if $> 5\%$ HGVs or bus lane

d = 3.68 m/s^2 if ≥ 37 mph (60 kph) 85%ile wet-weather measured speed

a = longitudinal gradient (%) (+ for upgrades and – for downgrades)

Note: At speeds above 60km/h, the recommended SSDs in the Design Manual for Roads and Bridges are appropriate.

3.3.1 Speed is either a design parameter or a measured value. Deceleration depends on the road surface and weather conditions as well as the braking capabilities of motor vehicles. Reaction times may increase on higher speed roads because there are usually fewer visual influences. It is inappropriate for designers to 'experiment' with these values without this being supported by credible rationale and risk assessment. It follows that for design purposes it is only speed (v) and gradient (a) that really need to be considered as variables in the SSD equation.

Stopping sight distance guidance table (MfS)

Speed	kph	16	20	24	25	30	32	40	45	48	50	60
	mph	10	12	15	16	19	20	25	28	30	31	37
SSD adjust for bonnet length nil gradient ('Y' Distance (m))		11	14	17	18	23	25	33	39	43	45	59
SSD adjust for bonnet length nil gradient $> 5\%$ HGVs ('Y' Distance (m))		12	15	19	21	25	27	37	43	47	50	65

Stopping sight distance guidance table (DMRB) for speeds $> 60\text{km/h}$

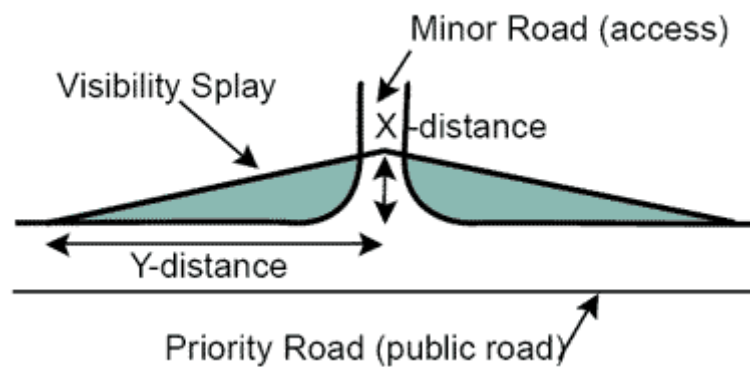
Speed	kph	70	85	100	120
	mph	43	53	62	75
SSD ('Y' Distance (m))		120	160	215	295

Visibility Splays

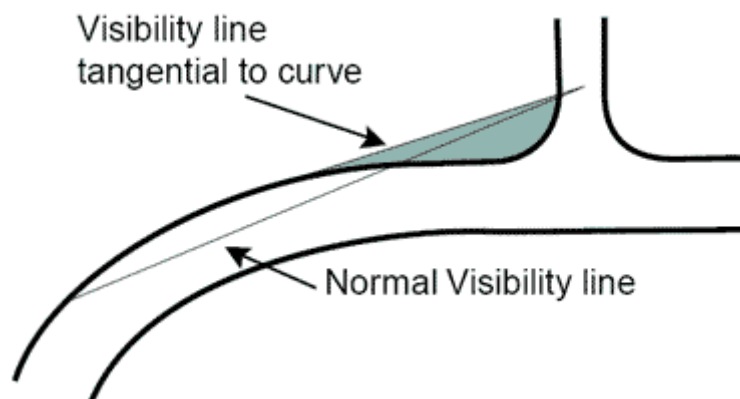
Visibility Splays at Junctions

3.3.2 SSD is the 'major road distance' for junction visibility (Y-distance). The 'minor road distance' is 2.4m in a built up area based on drivers being able to see along the street without their vehicles intruding into the trackway (X-distance). It may be necessary to increase the X-distance if there is potential for the visibility splays to be encroached upon by vegetation during periods of rapid growth.

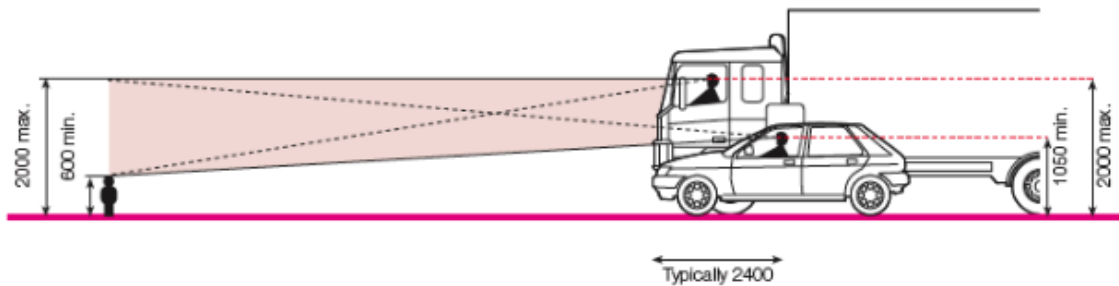
Visibility Splay at Junctions



Visibility Splay for a Junction on Outside of Bend

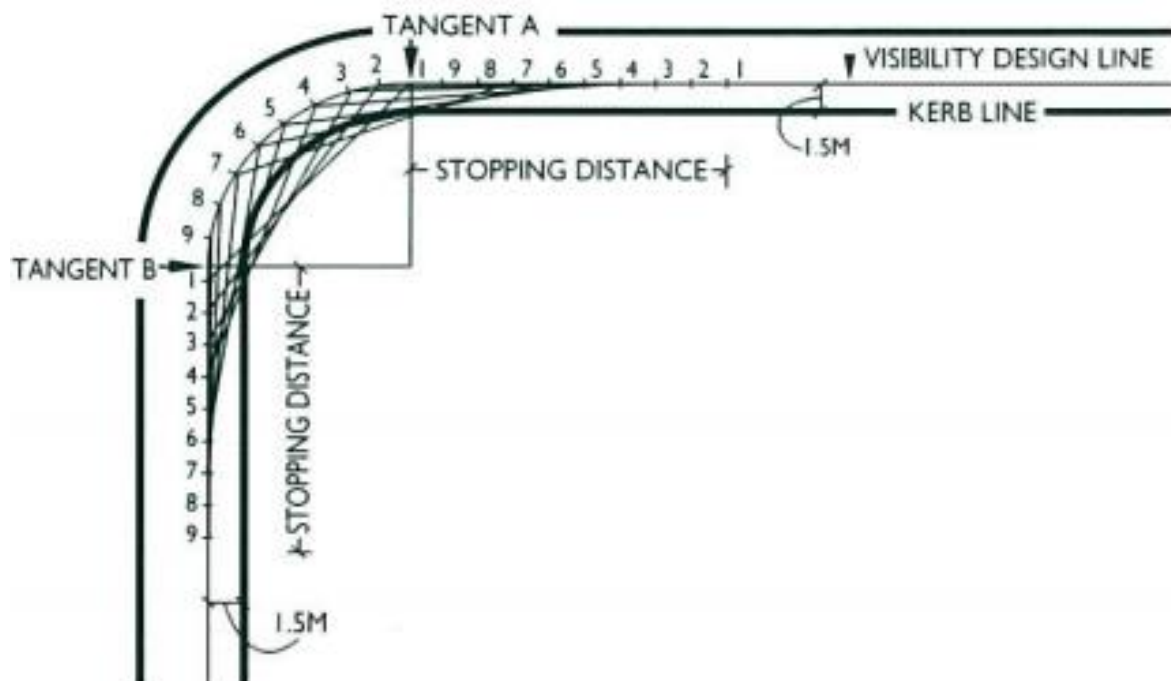


Vertical Visibility Envelope



3.3.3 To enable drivers to see a potential hazard in time to slow down or stop comfortably before reaching it and to have sufficient visibility from side roads and accesses of oncoming vehicles, it is necessary to consider the driver's line of vision, in both the vertical and horizontal planes. A height of 600mm should be available above which unobstructed visibility should be provided wherever the potential exists for conflicts between motorists, and motorists and pedestrians. This will reduce to 0.26m where Design Manual for Roads and Bridges parameters are appropriate.

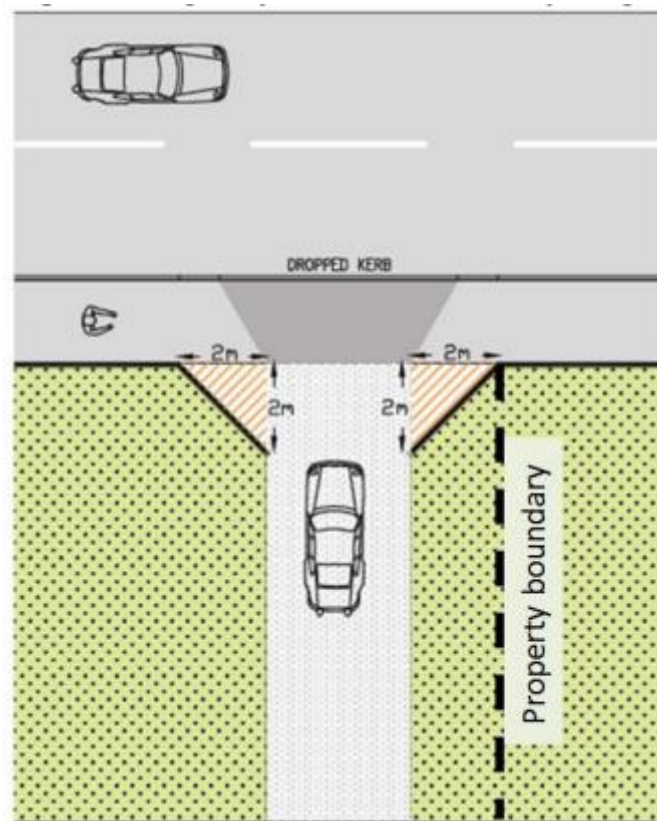
Forward Visibility Splays



3.3.4 Forward visibility is the distance a driver needs to see ahead to stop safely for obstructions in the road. The minimum forward visibility required is equal to the minimum SSD. It is checked by measuring between points on a curve along the centreline of the inner traffic lane.

Pedestrian Visibility Splays

3.3.5 Pedestrian visibility splays will commonly be required adjacent private accesses and/or in areas of moderate to high pedestrian activity. This is usually achieved by setback walls or fences. However, other boundary treatments may be considered such as railings provided a reasonably high level of inter-visibility remains available.



Pedestrian visibility splay envelope

[End]

Vertical Curves

Where changes in gradient occur, vertical curves will be required at sags and crests. Except where indicated in the following notes, curve lengths should normally be either:

- the sum $K \times A$, where K is given in below table and A is the algebraic difference of the gradients expressed as a percentage; or
- the minimum length for appearance stated in the table;

whichever is the higher.

Example of a vertical curve calculation



Gradient exaggerated for illustrative purposes

For a 20mph design speed $K = 3$ (from table)
 Algebraic difference of gradients expressed as a percentage = $3 - (-5.0)$ (from diagram above)
 = 8
 Curve length = 3×8
 = 24m
 (minimum length for appearance = 20m (from table))

Table - Vertical curves for all internal roads

85 th %ile design speed (mph)	Minimum length of vertical curve (K)	Minimum length of vertical curve for appearance (metres)
30	6.5	30
25	4	25
20	3	20
15	2	20

Notes

- You should hold early discussions with us for large, flat sites to ensure that the vertical alignment is acceptable. In some cases, it may be necessary to provide combined kerb and drainage units to ensure both an acceptable alignment and drainage of the highway.
- For crests, it may be necessary to increase the length of vertical curve derived in order to achieve the required forward visibility distance.
- We may accept shorter curve lengths where there are exceptional difficulties in achieving the length normally required.
- To avoid stretches of road where water gathers, do not apply the minimum length where **A** is less than five on any sag curve that results in a low point on the road.
- Speeds on new residential development roads should normally be restricted to 20mph or less.

[End]

Speed Restraint

3.5.1 In accordance with the requirements of Part 3.1 of this guide, 'Geometry of Residential Roads' we will require all new roads will be required to achieve target design speeds of between 15 and 30mph depending on their classification.

In order to achieve the required target speeds we would in the first instance encourage traffic calming through good design by the omission of long straights, large radius curves, and limiting the lengths of roads.

The use of horizontal displacement measures (cushions/humps) should only be considered as a last resort. Due to resultant problems with errant parking, we do not accept the use of chicanes as traffic calming features.

Maximum distance between traffic calming features		
Target Speed		Maximum distance (m)
kph	mph	
50	31	150
40	25	100
30	19	60
25	16	40

Speed control humps

3.5.2 Other than on bus routes, speed control humps must be flat topped humps or junction tables with a minimum plateau length of 7m and height of 75mm. Approach ramps should normally have a gradient of 1 in 13. Where the carriageway has a longitudinal gradient approaching the maximum allowed then the "uphill" ramp gradient should be 1 in 15 and the "downhill" ramp gradient should be 1 in 13.

3.5.3 Humps and tables must be constructed in bituminous material (unless used on a block-paved carriageway or shared surface where they should be constructed in the same material as the carriageway), using 55%/10mm medium temperature asphalt to BS 594 column 3/4 unless otherwise agreed.

3.5.4 We will require the payment of commuted sums to cover the future maintenance of speed control humps and similar vertical traffic calming measures.

Public consultation

3.5.5 The addition of speed restraints within the existing public highway is likely to require a public consultation exercise for which you will be responsible for the cost of the consultation. The successful outcome of consultations is not guaranteed and therefore may dictate a redesign.

Entry ramps

3.5.6 Entry ramps should normally have a gradient of 1 in 13 and a height between 75mm and 100mm.

[End]



SHARED SURFACE OR SHARED SPACE STREETS AND SQUARES

Foreword

3.6.1 The provision of shared surface streets has been inspired by documents such as 'Manual for Streets' where the emphasis has been on achieving an improved 'place' function. The highway authority will adhere to the principle that street design needs to be inclusive to meet the requirements of all users. This may be best achieved by providing safe corridors for pedestrians. For many years this has been successfully achieved by providing footways. This document is not intended to endorse or encourage any other approach.

Concept

3.6.2 In traditional street layouts, footways and carriageways are separated by a kerb. In a street with a shared surface, this demarcation is absent so pedestrians and vehicles can share the same space. Shared surface schemes work best in calm traffic environments with the following key aims:

- to encourage low vehicle speeds;
- to create an environment in which pedestrians can walk, or stop and chat without feeling intimidated by motor traffic;
- make it easier for people to move around; and
- to promote social interaction.

3.6.3 Department for Transport Local Transport Note 1/11 (currently

suspended) defines a shared space as:

"A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs".

Design principles

3.6.4 Whilst the highway authority would consider a shared surface street layout whether a road is to be adopted or not, this is not the same as providing a road but omitting to include a footway or footways. Should the applicant wish to pursue the principle of a shared surface street, the highway authority will require the application to be supported by a Quality Audit ^(a) as outlined in Manual for Streets, Manual for Streets 2: Wider Application of the Principles, Local Transport Note 1/08 and Traffic Advisory Leaflet 5/11 demonstrating that the requirements of non-motorised users have been considered and satisfactorily addressed.

3.6.5 Shared surface arrangements must be designed such that they are suitable for blind or partially-sighted people because conventional kerbs are commonly used to aid their navigation. The absence of a conventional kerb may pose them problems as this feature is often used to find their way around. It is therefore important that shared surface schemes

include an alternative means for visually-impaired people to navigate by.

3.6.6 When designing shared surface schemes, careful attention to detail is required to avoid other problems, such as:

- undifferentiated surfaces leading to poor parking behaviour;
- vulnerable road users feeling threatened by having no space protected from vehicles; and
- the positioning and quantity of street lighting, street furniture and other features creating visual clutter.

3.6.7 Subject to making suitable provision for disabled people, shared surface streets are likely to be considered:

- in short lengths, or where they form cul-de-sacs; and
- where parking is controlled or it takes place in designated areas.

Types of shared surface streets

3.6.8 Shared surface streets may have physically demarcated pedestrian routes or protected zones for pedestrians or a level surface.

Shared surface streets with designated pedestrian routes

3.6.9 Shared surface streets with a designated pedestrian route are those where the separation between carriageway and footway is reduced and the difference between the vehicle track, where vehicles are permitted, and the area set aside for pedestrians only is less physically distinct than a

standard footway and carriageway separated by a kerb.

3.6.10 In these streets it will be necessary for part of the street to be kept free of traffic and hence for the sole use of pedestrians. This protected zone can be defined by a range of measures subject to agreement with the highway authority. Typical measures include kerbs, textured surface and colour contrast providing a continuous demarcation between the shared zone and the protected zone to aid navigation for people with a visual impairment, and helping to control vehicle movements. A range of other features may be considered to supplement and support the function of the protected space. All are likely to be subject to payment of a commuted sum.

The designated pedestrian route should be free from car parking and adequately provide way finding methods which are suitable for the blind and partially sighted.

Shared surface streets without a protected zone

3.6.11 Level Surface Streets are a kind of shared space where there is no vertical differentiation thereby providing a single shared surface. Level surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds which should be self-enforcing through good design.

3.6.12 The needs of different groups of people need to be considered, including disabled people (e.g. mobility impaired, blind / partially sighted, hearing impaired), children, and elderly people. This street type is not suitable to serve developments predominantly

housing older or disabled people, e.g.
housing for over 55s and supported or
sheltered housing.

Design parameters	
Shared surface streets with designated pedestrian routes	Shared surface streets without a protected zone
Gateway or entry treatment	Gateway or entry treatment incorporating a tactile warning for visually impaired pedestrians leaving the street ^(b)
Target design speed of 15mph ^(c)	Target design speed of 10mph ^(c)
Largest regular vehicles – 11.5m - 12m refuse truck demonstrable by tracking	Largest regular vehicles – 11.5 - 12m refuse truck demonstrable by tracking
Accessible bin storage from the frontage of all properties	Accessible bin storage from the frontage of all properties
Designated pedestrian route/Protected zone: <ul style="list-style-type: none"> – recommended minimum width 2.0m – absolute minimum width 1.2m over short distances where pedestrians can step out of the protected zone to pass each other. – preferably on both sides of the street, but may be limited to one side where the needs of disabled people can be safely and conveniently met along the desire line^(d) 	Level Surface
Crossing points on desire lines to be provided with flush or drop kerbs and blister tactile paving behind the protection line ^(a)	Entrance to the street(s) may be via footway crossing depending on vehicle flows
No or limited opportunity for on street parking in defined areas outside of the protected zone but with access directly to them	No or very limited opportunity for on street parking located outside pedestrian desire lines
Minimum 2.0m service strip which may be incorporated into the protected zone ^(d)	Minimum 2.0m service strip ^(d)
Building line to be set back a minimum 0.5m from the edge of street	Usually a mews development with building line to be set back a minimum 0.5m from the edge of street
Minimum visibility splays of 2.0m x 17.0m from private accesses	Minimum visibility splays of 2.0m x 11.0m from private accesses
Minimum 1.0m x 1.0m pedestrian visibility splays at private vehicular accesses where the street is located on pedestrian through routes	Level surfaces are not appropriate on pedestrian through routes
Minimum overall shared width (excluding protected zone) 6.8m plus 0.5m margins where boundary walls or service strips are not intended to replace the need for	Minimum overall shared width 6.8m plus 0.5m margins where boundary walls are not intended to replace the need for

Design parameters	
Shared surface streets with designated pedestrian routes	Shared surface streets without a protected zone
carriageway edging restraint to be increased subject to vehicle tracking	carriageway edging restraint to be increased subject to vehicle tracking
Garage doors to be set back so not to over sail the highway or to be a roller shutter type.	Garage doors to be set back so not to over sail the highway or to be a roller shutter type.
Access for maintenance – Traffic Signs Manual, Chapter 8 compliance.	Access for maintenance – Traffic Signs Manual, Chapter 8 compliance.
Driveways to be a minimum of 5.5m increasing to 6.5m if in front of a garage door opening outwards	Driveways to be a minimum of 5.5m increasing to 6.5m if in front of a garage door opening outwards
Gradient at junctions not exceeding 1:30 for the first 10m of the side road no greater than 1:20 thereafter	Gradient at junctions not exceeding 1:30 for the first 10m of the side road no greater than 1:20 thereafter

Notes

a) Quality Audit

Each application that includes a shared surface street will require supporting by a quality audit. The scope of the audit should be agreed with the highway authority and potentially the local planning authority should they wish the audit to address planning matters. Depending on the nature of the development, the quality audit is likely to be required to include the following;

- a review of the function of the street;
- a road safety audit including risk assessment;
- an access audit including (including emergency services, deliveries, access for maintenance (Traffic Signs Manual Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations);
- a non-motorised user audit (DMRB HD42/04);
- materials audit;
- equality impact assessment;
- parking audit;

b) **Tactile Paving**

Tactile paving is required at crossing points regardless of whether kerbs are dropped or the carriageway is raised to footway level. Other tactile information may be required to compensate for kerb removal elsewhere. Where tactile delineators are used to segregate protected zones, care must be taken to ensure these are detectable by the visually impaired whilst not hindering the movement of the mobility impaired.

c) **Surface Treatment**

MfS: *Shared surface streets are often constructed from pavements rather than asphalt, which help emphasise their difference from conventional streets. Research for MfS has shown that block paving reduces traffic speeds by between 2.5 and 4.5 mph, compared with speeds on asphalt surfaces.*

Shared Surface roads should differ in colour or texture (preferably both) from that of adjoining roads, and must always be entered via a gateway feature.

Making Provision for [Utility Services](#)

There are no statutory obligations governing the position or depth at which apparatus should be laid within the highway. On new development sites where utility apparatus is to be installed, the NJUG guidelines for the positioning and colour coding of underground apparatus should be followed. Any deviation from these guidelines should only be conducted with the agreement of the prospective asset owners and the highway authority. With the exception of essential road crossings, mains utility services should not be located in the carriageway unless the carriageway is a shared surface designed with an area to accommodate utility apparatus.

In shared surface streets, apparatus will normally be accommodated within 2.0m minimum width service strips. Services will usually be laid on the side of the street with the most properties with branch crossings serving properties on the opposite side. It will not normally be necessary to provide a 2.0m service strip on both sides of the street. It is the developer's responsibility to provide cross carriageway ducts.

It is essential that only planting with a shallow root system (usually grass) is located within service strips. Where a service strip is to accommodate existing vegetation it must be wide enough to avoid damage to existing root systems. Banks or mounds should not encroach onto service strips and levels should not be altered over existing apparatus without prior consent from the respective undertakers affected.

Mains services must be provided in a manner whereby repair and maintenance can be carried out without obstructing passage. Service strips must be appropriately delineated and developers must make it clear to purchasers that the service strip is not conveyed to the property. However, the maintenance responsibility for service strip planting may be assigned to individual properties in their deeds.

Where the provision for services is not well defined, the street layout should be agreed with the highway authority at pre-planning application stage to avoid unnecessary delay to the planning process and potential redesign.

[End]

Quality Audit

Purpose

3.7.1 A quality audit is intended to be a consistent method in reaching agreement on how a proposal complies with the principles of design guidance. Its aim is to allow innovative design without compromising safety.

3.7.2 The audit is a collection of assessments prepared by a professional team appointed by the developer. Specialists will consider a proposal in accordance with relevant guidance relating to their subject area. The grouping of assessments will then make it easier for the team to identify compromises in the design to be considered and rectified as necessary collaboratively. The design should be discussed openly and be agreed with the highway authority at pre-application stage, planning submission, and during the section 38/278 technical approval process.

3.7.3 The content of the quality audit may vary between projects and the aim of the proposal. This should be made clear in a project brief that sets out the vision of the development. The quality audit should not be a tick box exercise but could simply be a sequence of checks to inform the design process depending on the scale of the development. A typical audit must address the following:

- a review of the function of the street
- a Road Safety Audit
- an inclusive access audit
- a walking audit
- a cycle audit
- a materials audit
- a parking audit; and
- maintenance audit

3.7.4 The scope of the audit should be agreed with the highway authority such that the decision making process delivers a balanced

high quality development to the benefit of all its users.

Design Stage

3.7.5 A quality audit report should be produced to summarise the steps undergone as part of the design process which should be updated through each level of approvals. It should highlight what considerations have been given to all key areas and provide an audit trail of the decision making process where compromises or departures from normal standards have been made.

3.7.6 For the quality audit to be fully understood, it should include the project brief and plans and particulars that detail the extent of the proposal.

The Report

3.7.7 The quality audit report will be required to sum up under separate headings how the following is achieved:

Street Hierarchy:

- Places pedestrians first and is inclusive
- Integrates with surrounding networks
- Contains good connectivity for all modes and users
- Allows good navigation
- Configured to allow walkable access to amenities; and
- Is integrated with public transport

Street Layout:

- How reduced vehicle speed is encouraged
- How pedestrians are given priority
- How parking needs have been met flexibly
- How service and emergency vehicles are accommodated

Detailed design:

- How SUDS techniques are proposed and how they are to be managed
- How accommodation is provided for utility services
- How landscaping features are to be integrated into the proposal
- How a contextual, distinctive, durable and maintainable pallet of materials is to be used
- How street clutter is to be minimised

Summary of Additional Information as made necessary by the project:

Transport Assessment (TA)

3.7.8 Sum up matters in the TA or Travel Plan that have influenced the street design

Road Safety Audit

3.7.9 Append audit and sum up safety issues

Other Audits

3.7.10 Append as necessary where they impact on overall quality of street design and summarise findings

Accessibility and Equality

3.7.11 Provide details of key features that ensure that the scheme will be functional for people with impaired mobility or other disabilities. Demonstrate that the scheme complies with the Equalities Act 2010.

Quality Audit Summary & Conclusion

3.7.12 Summarise the decision-making process where conflicts have occurred between different areas of the audit and the proposed solution. Append a balanced risk assessment of the most significant risks and their likelihood and severity.

3.7.13 Conclude with a judgement of overall street quality.

Reference Documents

The Design Manual for Roads and Bridges –
HD 19/15 Road Safety Audits

Equalities Act 2010

Manual for Streets

Manual for Streets 2: Wider Application of the Principles

Local Transport Note 1/08

Traffic Advisory Leaflet 5/11

[End]



Headroom, clearances, structures and obstacles on, in, and over the highway

Vertical clearance

3.8.1 Where it is proposed to construct a bridge, building or gantry over the carriageway a minimum vertical clearance of 5.3m or 5.7m should be maintained over the full width of the road including footways, verges and any central reserves in accordance with Department for Transport Standard TD27/05.

3.8.2 The normal minimum vertical clearance of a projection over a footway or footpath should not be less than 2.6m increasing to 2.7m over a cycleway but not within 0.5m of a carriageway. When any projection over the highway is proposed in a pedestrianised street with service vehicle access or an emergency link, the vertical clearance should be increased to 5.3m above the walkway.

Horizontal clearance

3.8.3 Buildings should generally be set back a minimum of 0.5m from the edge of highway to allow private soil pipes, guttering, eaves, and opening windows etc. to project from the building but not encroach into the highway.

3.8.4 Street furniture, signs, bollards, guardrail, above ground utility apparatus etc. should be a minimum distance of 0.5m from the edge of carriageway.

Licence

3.8.5 Section 177 of the Highways Act 1980 says it is an offence to construct a building, or alter a building such that it projects over an existing public highway without a licence being granted under that section by the highway authority. Developers should be aware that it is also an offence under Section 153 of the Act for doors, windows and gates etc. to open into the public highway without prior consent from the highway authority.

3.8.6 The highway authority is unlikely to permit projections over the highway. Development that includes simple projections

such as oriel windows, outward opening fire exits, externally mounted air con units, projecting signs, balconies, and canopies etc. should be suitably set back unless there are exceptional circumstances.

3.8.7 Should the highway authority consider a proposed structure appropriate to be covered by a licence, the terms of the licence will require the design of the structure to be approved, a structural inspection every two years, and public liability insurance.

Ramps

3.8.8 A disabled ramp should be located inside a building if it cannot be fully accommodated beyond the limits of the highway. Only in exceptional circumstances would the highway authority consider a ramp in the highway. The need for the ramp must be greater than the need for the walkway it was to occupy, sufficient walkway must remain such that the ramp would not create an obstruction or cause a bottleneck, and it must be demonstrated that no other solution is feasible. The cost of making alterations to a building is not a material consideration in this respect.

Pavement Cafés

3.8.9 Pavement cafés may be permitted under S115E licence subject to certain conditions including the need to maintain a minimum clear footway width of 2.1m in town centres and 1.8m elsewhere between the boundaries of the pavement café and any street furniture or carriageway. In a Pedestrianised area there must be at least 3.5m of unobstructed space in front of the pavement café so that large vehicles such as delivery lorries and fire appliances can pass. The pavement café shall not obscure sight lines for any highway user, interfere with drainage or conflict with pedestrian crossing points.

Residential Parking

4.1.1 Residential car parking standard

Where the district or borough council has not adopted its own parking standard, parking should be provided as follows:

Dwelling Size (all dwelling types)	Allocated car parking spaces (minimum)
1 bedroom	≥1 space per dwelling
2 to 3 bedrooms	≥2 spaces per dwelling
4 or more bedrooms	≥3 spaces per dwelling

Where a lower level of parking provision is proposed this must be justified by calculating parking demand in accordance with DCLG '**Residential Car Parking Research (2007)**'.

Residential developments will not be supported should they be likely to result in excessive on street parking that would:

- impair road safety;
- obstruct access for vehicles, including for service vehicles, the emergency services and buses; and
- obstruct footways and be a hazard to cyclists and pedestrians, including those with mobility or visual impairments.

Garages may only be counted as parking spaces if they have the following internal dimensions. Car ports, which are unlikely to be used for storage purposes, may be counted as parking spaces.

- Standard single = 6m x 3m, with minimum door width of 2.3m
- Use by disabled = 6m x 3.3m with minimum door width of 2.8m
- Double = 6m x 6m, with minimum door width of 4.2m

4.1.2 Driveway lengths

Garage door type	Minimum distance from highway boundary
No garage	5.5m
Roller-shutter, sliding, or inward opening	5.5m
Up-and-over	6.1m
Hinged, outward opening	6.5m

4.1.3 Tandem Parking

Where driveway lengths are extended to provide tandem parking, the above dimensions should be extended by 5.0m (a full car length) to avoid vehicles overhanging the highway and obstructing footways by not providing full car lengths (see para. 4.1.4 Long Driveways).

4.1.4 Long Driveways

Long driveways intended to provide parking for multiple cars may only be counted as 2 spaces if vehicles are blocked from exiting.

The highway authority would not expect residents to be required to carry bins more than 30m to a collection point and would expect waste collection vehicles to be able to get to within 25m of a collection point. However, waste collection authorities may adopt their own standard. Where a development is situated more than 45m from the highway, access may be required for a fire appliance. The local council building control team should be consulted.

4.1.5 Driveway Widths

The minimum single driveway width is 3.0m or 3.6m if access is required to both sides of the vehicle. A further 3.0m is required for a double width driveway and then a further 2.4m for each additional vehicle to be parked at 90 degrees to the carriageway side by side. Additional width may be required for disabled access. Typically, right angled spaces require a 6.0m minimum aisle width for reasonable manoeuvring.

Shared driveways serving up to 5 properties require a minimum width of 4.8m within 6.0m of the highway boundary. Additional width may be required to allow access by refuse vehicles and fire appliances to be defined by vehicle tracking.

4.1.6 Gates

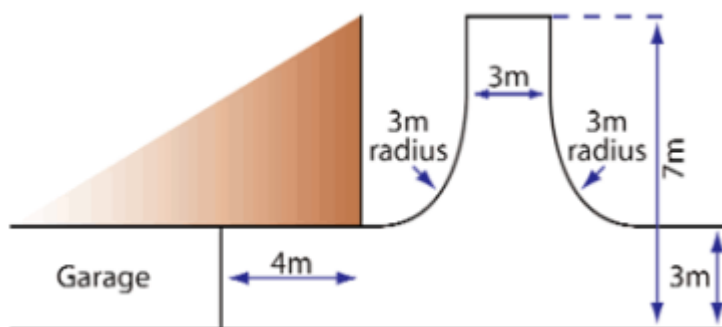
Gates should never be hung to over sail the highway, S153 Highways Act 1980. On classified roads, bus routes, and busy minor roads, gates should be set back to allow a vehicle to clear the public highway.

4.1.7 Cycle Parking

For developments with common facilities, such as flats, one cycle space is required for every five dwellings. Parking to be under cover and secure. Where spaces are allocated, there should be one space for each dwelling.

4.1.8 Residential turning heads

To be provided on 'A' and 'B' class roads, high frequency bus routes, and other busy routes.



The area required for turning should not form part of the overall space required for parking.

4.1.9 Surfacing and drainage

Driveways to be surface in a bound material (not loose gravel) within 5m of highway and must be drained to prevent the unregulated discharge of surface water onto the highway.

4.1.10 Driveway approach

In a conventional layout driveways should be angled perpendicular to the carriageway. Only in exceptional circumstances would a driveway that is located at an acute angle be acceptable, for instance at the end of a cul-de-sac where there is ample space to manoeuvre in order to exit the street in a forward direction. Parallel parking at the back of the footway is unlikely to be acceptable due to the potential conflict with pedestrians.

[End]

Commercial Parking

4.2.1 Normal minimum parking standards

Use	Spaces / m ²	Minimum requirement
Food retail	One space / 14m ² ≥ 100m ²	Min 4 spaces
Non-food retail inc. A2	One space / 20m ² ≥ 100m ²	Min 4 spaces
B1 offices	Urban town* centre or edge of centre; One space / 60m ²	Min 2 spaces
	Rest of Urban town*; One space / 35m ²	
	Rural town centre or edge of centre; One space / 40m ²	
	Rest of rural town; One space / 30m ²	
	Out of any town; One space / 30m ²	
B1 Non-office and B2 General industry	Urban town* centre or edge of centre; One space / 130m ²	Min 2 spaces
	Rest of urban town*; One space / 80m ²	
	Rural town centre or edge of centre; One space / 90m ²	
	Rest of rural town; One space / 65m ²	
	Out of any town; One space / 55m ²	
B8 Warehousing	Urban town* centre or edge of centre; One space / 300m ²	Min 2 spaces
	Rest of urban town*; One space / 180m ²	
	Rural town centre or edge of centre; One space / 200m ²	
	Rest of rural town; One space / 150m ²	
	Out of any town; One space / 120m ²	
Cinemas and conference facilities	One space / five seats	N/A
D2 (other than cinemas, conference facilities and stadia)	One space / 22m ²	N/A
Higher and further education	One space / two staff plus one space / 15 students	N/A
Stadia	One space / 15 seats	N/A

4.2.2 Departures from standard

Where a lower level of parking provision is proposed this must be justified within a Transport Assessment or Statement. Commercial developments will not be supported should they be likely to result in excessive on street parking that would:

- impair road safety;
- obstruct access for vehicles, including for service vehicles, the emergency services and buses; and
- obstruct footways and be a hazard to cyclists and pedestrians, including those with mobility or visual impairments.

4.2.3 Normal minimum disabled parking standard

Car park use	Car park size	
	Over 4 spaces up to 200 spaces	Over 200 spaces
Employees and visitors to business premises	One bay or 5% of total parking spaces whichever is greater	Six bays plus 2% of total parking spaces
Shopping, recreation and leisure	Three bays or 6% of total parking spaces whichever is greater	Four bays plus 4% of total parking spaces
Schools and higher and further education	At least one bay regardless of car park size	At least one bay regardless of car park size

4.2.4 Minimum servicing provision

Use class	Description of land use	Normal servicing provision
A1	Shops	Stores above 5,000m ² - One goods bay space / 1000m ²
		Stores between 3000m ² to 5000m ² - One goods bay space / 750m ² ;
		Stores between 300m ² to 3000m ² - You must make provision within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
A3, A4	Restaurants, cafes and drinking establishments	You must make provision within the site for service and delivery vehicles to be loaded and unloaded clear of the highway.
B1	Light industry, Research and development	One lorry space for every 500m ²

Use class	Description of land use	Normal servicing provision
B2	General industrial	One lorry space for every 400m ²
B8	Storage and distribution	One lorry space for every 400m ²

All commercial premises must include adequate servicing provision regardless of scale. As well as complying with the above standards, the design of commercial premises should include access for the movement and parking of goods vehicles that are compatible with the Freight Transport Association publication '**Designing for Deliveries**'.

4.2.5 Parking for motor cycles

The parking standard for motorcycles and mopeds is one space, plus an additional space for every 10 car parking spaces. Parking spaces should normally be 2.5m x 1.5m with a 1m space between each bike. A secure ground anchor point is required for each space.

4.2.6 Minimum cycle parking provision

Use class	Description of land use	Provision
A1 and A3	Shops and restaurants, pubs and clubs	One space per 500m ² up to 4,000m ² gross floor area (GFA) for staff and operational use. Parking to be secure and under cover. One space for every 1000m ² GFA for customer use. Parking to be located in a prominent and convenient location.
A2 and B1	Financial and professional services, and research and development and offices	One space per 400m ² GFA for staff and operational use. Parking to be secure and under cover. Customer parking to be assessed on a site-by-site basis.
B2 to B8	General industry and storage and distribution	One space per 400m ² GFA. Parking to be secure and under cover.
D1 and D2	Non-residential institutions, assembly and leisure	Staff parking to be assessed on a site-by-site basis. Sufficient cycle racks to accommodate five percent of the maximum number of visitors expected to use the facility at any one time. To be located in a prominent and convenient location.

***Urban towns – Nottinghamshire**

Arnold

Beeston

Carlton

Hucknall

Stapleford

West Bridgford

Eastwood

Kimberley

Mansfield

Mansfield Woodhouse

Warsop

Sutton-in-Ashfield

Kirkby-in-Ashfield

[End]

Materials

5.1.1 Specification

All highway works must normally be in accordance with the 'Specification for Highway Works' published by Her Majesty's Stationery Office as Volume 1 of the Manual of Contract Documents for Highway Works (MCHW) and comply with the 'Notes for Guidance on the Specification for Highway Works' published as Volume 2, as well as our specification and standard drawings. Where these vary from the 'Specification for Highway Works' our documents should prevail. If your proposals are not covered by the standard drawings, you will need to submit scheme-specific drawings to us for approval.

5.1.2 Site surveys, tests and investigations

You must arrange any site surveys, tests and investigations that we need before you submit your design to us. These must cover:

- a land survey including features such as watercourses, ditches, existing drainage systems and outfalls; and services and existing foundations;
- a survey of existing trees and other soft landscape features including the condition of each tree, its size and form and details of tree preservation orders and so on;
- nature-conservation surveys;
- details of how surface water run-off will be dispersed;
- consultation with the Environment Agency, Internal Drainage Board, and Lead Local Flood Authority as appropriate;
- the depth of the water table and perched water tables;
- the impact on adjacent developments and land;
- a risk assessment of chemical contamination;
- the presence of hazardous materials;
- the stability and acceptability of earthworks;
- an assessment of subgrade strength;
- the frost susceptibility of subgrade;
- the suitability of subgrade soils for lime or cement stabilisation (if required); and
- the possible recycling of on-site materials.

5.1.3 Sampling and testing goods and materials

You must arrange and pay for all the sampling and testing outlined in our Specification. You must also submit one copy of these test results to our Engineer. Our Engineer reserves the right to carry out any sampling and testing deemed necessary to confirm that the goods and materials meet with the Specification including core samples. If we find the work does not meet the Specification, you will be required to pay for the associated costs to the authority. A list of the likely samples of goods and materials required can be found in the Specification.

5.1.4 Marking the highway boundary

It is important that there is clear demarcation between public and private space. You must define the highway boundary by continuous 50mm x 150mm edging type EF to BS7263 unless we agree otherwise.

5.1.5 Fencing and barriers

We will not adopt any fencing erected on the highway boundary unless it is provided as a safety feature at the top of any highway structure, or is a safety or noise barrier. A commuted sum would likely apply in all instances.

Safety fences and barriers must comply with Section 2 of 'Highway Construction Details' published by Her Majesty's Stationery Office as Volume 3 of the Highways Agency's Manual of Contract Documents for Highway Works. Safety Fencing should not generally be included within residential developments.

5.1.6 Existing boundaries

You must make it clear to purchasers of individual property at the time of sale that you are transferring ownership and responsibility for existing highway boundaries to them. The lack of maintenance and cutting back of hedges is a common problem for us, particularly where the hedge had enclosed farmland or had not been regularly maintained previously. If you erect new fencing to the inside of existing hedges and fences the purchaser may mistakenly believe that the original hedge or fence is our responsibility. Access to hedges should be available to both sides for maintenance.

5.1.7 Pedestrian barriers

Where a footpath joins a road you must provide staggered barriers to prevent pedestrians running straight out into the road and to reduce the likelihood of misuse by cyclists.

5.1.8 Pedestrian guardrails

Where using a staggered barrier is not appropriate at the ends of footpaths, you must provide an agreed length of pedestrian guardrail which runs parallel to the edge of the road, leaving a clearance of 500mm from the carriageway. You may need to widen the footway to maintain the standard footway width past the guardrail. You must use guardrails where the number of pedestrians makes it necessary for you to channel them to the appropriate crossing point. You should take care to make sure that the guardrails do not interrupt visibility. You should normally use high visibility pedestrian guardrail.

5.1.9 Noise fencing

Unless we agree otherwise, noise fencing should be subject to a private maintenance agreement. However, it must meet the design requirements for a highway structure. Where it is necessary to adopt as a highway structure, you must pay us design checking fees and a commuted sum for its future maintenance.

5.1.10 Earthworks

All earthworks must comply with Series 600 (MCHW) and Appendices 6/1, 6/2, 6/7 and 6/8 of our Specification. Embankments and other areas of fill must be formed of acceptable material excavated from within the site or imported on to the site, meet the requirements of Appendix 6/1 of

our Specification for use in the permanent works, and have the approval of our Engineer to be used in that particular location.

Road pavements

5.1.11 Constructing the site access and roads external to a development

The design and construction of works on classified roads and other roads (existing or proposed) not covered by this design guide must normally comply with the 'Design Manual for Roads and Bridges' published by Her Majesty's Stationary Office.

5.1.12 Internal development roads

Listed below are the road types covered by this design guide. The construction varies according to the road type. It is essential that you mark the road category clearly on the plans you submit for approval in line with the abbreviations in the table.

Road category	Abbreviation
Residential access road	RAR
Residential access way	RAW
Major industrial access road	MajIAR
Minor industrial access road	MinIAR

5.1.13 Subgrade assessment

For design purposes, you must estimate the CBR before you begin construction. You should notify us in advance of site tests to establish the subgrade strength and give us the opportunity to be present at such tests. You should provide the highway authority with copies of all test results.

You should use soil-classification tests to give the types of soil an 'Equilibrium CBR' based on material type, using table below unless we agree otherwise.

Type of soil	Plasticity index	Equilibrium CBR%
Heavy clay	50 or greater	Less than 2
Heavy clay	40 to 49	2
Heavy clay	30 to 39	2
Silty clay	20 to 29	3
Sandy clay	10 to 19	4
Silt	Less than 10	1
Sand (poorly graded)	Non-plastic	20
Sand (well graded)	Non-plastic	40
Gravel (poorly graded)	Non-plastic	40
Sandy gravel (well graded)	Non-plastic	60

5.1.14 Carriageway sub-base and capping layer

Use the table below to find the thickness of capping and sub-base you need to use.

CBR Value	Materials within 450mm of surface must not be frost susceptible					
	Access Road (250mm Bituminous layer thickness)		Access Way (200mm Bituminous layer thickness)		Industrial Road (300mm Bituminous layer thickness)	
	Capping	Sub Base	Capping	Sub Base	Capping	Sub Base
< 2%	550	200	500	250	600	150
2%	400	200	350	250	450	150
3%	300	200	250	250	350	150
4%	250	200	200	250	300	150
5% to 15%	200	200	200	250	250	150
> 15%		200		250		150

The foundation design should not vary frequently along the road. You should select an appropriate value for each significant change in the subgrade properties. Where the equilibrium CBR falls between values in the above table, you should round down the value to the lower value. When the subgrade CBR is sufficiently below 2% that capping with sub-base is not sufficient to support the pavement, special measures will be required. Note that the use of geo-textile will only be acceptable in certain situations. You can find advice in DMRB 7.2.2 HD25/94.

5.1.15 Capping materials

You will need approval for each site for the capping layer which must comply with our specification Table 6/1, Type 6F2 or 6F3. You must test the capping layer as necessary to demonstrate that it has an in-situ CBR of 15% (or equivalent test result). We may approve other materials as long as you have previously demonstrated to us that they will achieve an in-situ CBR of 15% (or equivalent test results).

5.1.16 Sub-base

Sub-base must be Type 1 to Series 800 MCHW, Clause 803.

5.1.17 Surface, binder courses and bases

The table below gives the required minimum design thicknesses and options you have for the flexible and modular (block) materials you should normally use for different development road types.

Road carriageway construction materials depth													
	Residential access road				Residential access way				Industrial access road				
	Bituminous			Block	Bituminous			Block	Bituminous				
			Notes				Notes				Notes		
Surface course	40mm	SMA 10 surf 40/60 (PSV 55)	1.2	80mm	40mm	SMA 10 surf 40/60 (PSV55)	1.2	80mm	50mm	HRA 35/14 F surf 40/60 des (20mm pre-coats)	1		
	40mm	HRA 55/10 Type F surf 40/60 des	2		40mm	HRA 55/10 F surf 40/60 des	2						
	40mm	AC 10 Close surf 100/150	2		40mm	AC 20 dense bin 100/150 rec	2						
Binder course	50mm	AC 20 dense bin 100/150 des		30mm sand 60mm AC20 dense bin 100/150 rec	50mm	AC20 dense bin 100/150 rec		30mm sand 110mm AC20 dense bin 40/60 rec	60mm	AC20 dense bin 40/60 rec			
									60mm	AC20 HDM bin 40/60 des			
Base	150mm	AC32 base 40/60 rec		100mm AC32 base 40/60 rec	110mm	AC32 base 40/60 rec			190mm	AC32 base 40/60 rec	3		
									190mm	AC32 HDM base 40/60 des	3		
1	Polished stone value (PSV) of course aggregate in surfacing course shall be determined from table of investigatory levels, see DMRB Part 1 HD36/06 but not less than 55												
2	HRA 50/10 bin 40/60 (material ref REG1) may be used for hand laying speed tables												
3	Subgrade assessment for capping layer and sub-base design are covered above												
4	Any binder course material laid as a running surface prior to the final surface course being laid must have a minimum PSV of 55 and an AAV (aggregate abrasion value) of 7. This includes under block paved surfaces in carriageways												

Roads not covered by the above table should be designed on a site-by-site basis to Design Manual for Roads and Bridges, Volume 7. Where it is necessary to alter or improve an existing road to serve a development, in all cases the minimum depth of surface course, binder course and base layer should normally not be less than that of the site access road. For example, if you are widening a road to serve a housing development accessed by a 'residential access road', then the material depth should not be less than 250mm - equal to 40mm+60mm +150mm. It may be necessary to overlay the existing carriageway to achieve the required depth.

We will not usually accept the use of block-paving for industrial roads.

5.1.18 Concrete-block paving

Where we agree that it is appropriate, you may lay concrete-block paving to carriageways, shared surfaces and other areas used by vehicles. This should be laid instead of the surface course and binder course on the standard thickness and materials for the sub-base and base layers for the road type in question. Note that a binder course will be required as per above table and the concrete block paving must comply with and be laid in accordance with our Specification. Commuted sums pay be payable.

5.1.19 High Friction Surfacing

You are required to provide high friction surfacing on the approaches to signal controlled junctions, roundabouts and pedestrian crossings unless we agree otherwise. This will be either hot applied (thermoplastic) or cold applied (thermosetting) and must be in our Specification.

High friction surfacing must be applied for a minimum length of 50m ahead of the stop line on roads subject to a 30 mph limit, but an increased length may be required due to the approach speed, accident record, average queue length, proximity of side roads and mix of traffic. Outside 30mph limits you should provide a minimum length equal to the stopping distance for the approach speed plus 10 m. On approaches to pedestrian crossings the high friction surfacing must be continued past the stop-line to the first line of crossing studs.

5.1.20 Coloured Surfacing

This will be either hot applied (thermoplastic) or cold applied (thermosetting) and must be in accordance with our Specification. We will require the payment of commuted sums to cover the future maintenance of such surfacing.

5.1.21 Alternative materials for footways, cycleways, carriageways, and shared surface areas

Where for aesthetic, environmental, or other such reasons you propose to use an alternative surfacing material, we will be prepared to consider its use so long as we have agreed its use at an early stage, the material meets the requirements of quality, durability, maintainability and sustainability, and in the interest of highway safety the material must meet specification requirements. To ensure that the surface can be kept safe and durable, we will need you to pay a commuted sum to cover the excess maintenance costs of most alternative materials and surfaces.

5.1.22 Resurfacing carriageways at junctions with existing roads and widening existing roads

Where a new carriageway meets an existing county road or an existing county road is widened and the construction joint falls within the running lane of the existing county road or involves any changes to the county-road carriageway, including additional areas of carriageway, you must overlay or resurface the whole of the altered or widened carriageway unless we agree otherwise. At

junctions, you must carry this out over the length from tangent point to tangent point of the junction radii. However, if the junction includes acceleration and deceleration lanes on the main carriageway, the full overlay or resurfacing of the whole carriageway must also include the full length of the lanes, unless we agree otherwise.

5.1.23 Kerbs, footways, footpaths, cycleways and other similar paved areas

The construction should be in line with the two tables below. You should also refer to the standard drawings and our Specification.

Residential Footways – construction materials and depths				
	Bituminous		Block Paving	
Surface Course	25mm	AC6 dense surf 100/150	90mm	60mm blocks on 30mm bedding sand (compacted)
Binder Course	90mm	AC20 dense bin 160/220 rec	90mm	AC dense bin 160/220 rec
Sub-base	225mm (see note below)	Granular Type 1	225mm (see note below)	Granular Type 1

Note: The sub-base thickness is to increase to 270mm if likely to be parked on or over-run by lorries and to 365mm if CBR values are 2% or less.

Footway construction at vehicular accesses serving greater than 5 dwellings			
		Access serving less than 25 dwellings	Access serving more than 25 dwellings
Bituminous	Surface course CGM	30mm	40mm
	Binder course DBM	85mm	60mm
	Base DBM	-	150
	Sub-base & Capping	270mm Type 1 GSB (see note above)	See CBR table
Block Paving	Blockwork	60mm	80mm
	Bedding sand (compacted)	30mm	30mm
	Base DBM	90mm	150mm
	Sub-base & Capping	270 Type 1 GSB	See CBR table

5.1.24 Concrete-block paving

Where we agree that it is appropriate, you may lay concrete-block paving to footways and other paved areas. The concrete block paving must comply with and be laid in line with the requirements of our specification for concrete-block paving in footways. If you use block paving you may need to pay a commuted sum.

5.1.25 Pedestrian deterrent paving

You should use approved pedestrian-deterrent paving in areas where pedestrians are to be discouraged.

5.1.26 Footways and other hard-paved areas on industrial access roads

The construction should be in line with the below table. Where a footway crossing is to be used to access an employment or commercial development, the footway crossing must be constructed in line with industrial access road requirements.

Footway and paved areas on industrial access roads - construction		
	Bituminous	
Surfacing	40mm	HRA 55/10 F surf 100/150 des
Binder course	75mm	AC20 dense bin 160/220 rec
Sub-base	270mm increasing to 365mm for CBR values of 2% or less	Granular Type

Where there is a likelihood of regular parking on hard-paved areas or areas that would otherwise be grassed, you should use high-relief contour paving to deter vehicles.

5.1.27 Flush dropped pedestrian and cyclist crossing points

You must provide these at all points where pedestrians and cyclists cross or join a carriageway (including any access more than a simple vehicular footway crossing). These crossing points will normally be constructed to our standard drawing.

5.1.28 Tactile paving surfaces

You should construct tactile paving surfaces at all controlled and uncontrolled crossing points in accordance with the government publication 'Guidance on the use of Tactile Paving Surfaces' and our standard drawings.

5.1.29 Widening existing footways, footpaths and cycleways

You must overlay or resurface full width any existing footway, footpath or cycleway that is widened, unless we agree otherwise.

5.1.30 Traffic signs, road markings, studs and traffic signals

All traffic signs you use (including bollards, retro-reflecting road studs and road markings), whether permanent or temporary, must be the size, shape, colour and type prescribed in the Traffic Signs Regulations and General Directions, and the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions.

5.1.31 Traffic signs

You must show the details of individual traffic signs, including their posts and foundations to our standard drawings and specification including the making out of traffic sign schedule sheets.

5.1.32 Traffic regulation orders

Traffic regulation orders are required for cycleways and may be required for footpaths, to stop motor vehicles or cyclists using them. They may also be required for certain traffic signs and road markings. The successful making of an order is not guaranteed. But, you must pay any costs we

incur in making these orders or alterations to existing orders, whether or not the order is successfully made.

Before we make a TRO we have to carry out a public consultation. This gives members of the public the opportunity to raise objections. Because of this, the time it takes to complete the process can vary. You must pay any costs we incur carrying out these consultations whether or not the making of an order is successful.

5.1.33 Changes to original road layout

You must provide signs warning of a new road layout in accordance with the Traffic Signs Regulations and General Directions on all approaches to all permanent alteration to the original road layout as soon as it is brought into use. You must maintain these signs for three months and remove them at the end of that time.

5.1.34 The electricity supply to illuminated traffic signs

Most illuminated signs are to be fed by an electricity company supply. However, certain signs must be fed by a highway authority private supply, for example, a bollard on a traffic island in the middle of the road.

Your layout plan must show the location of all signs and bollards that need illumination so that we can identify the requirements for the electrical supply. These will require incorporating into the street-lighting design.

You are responsible for arranging for the electricity company to provide the electricity supply to the illuminated signs or arranging for a highway authority private supply, providing test certificates in accordance with British Standards and paying for all aspects of the works including paying energy charges and maintenance of the illuminated signs before we issue the final certificate.

5.1.35 Bulk clean and lamp change' charges

Before we issue the final certificate of completion, you must undertake or meet the cost of a 'bulk clean and lamp change' for street lighting, illuminated signs and bollards if more than 3 years have elapsed since installation. .

5.1.36 Road markings

You must provide road markings in accordance with the Traffic Signs Manual and the Traffic Signs Regulations and General Directions. You must show the location, colour and type of permanent road markings on your drawings which must comply with our Specification.

5.1.37 Road studs

You must provide road studs in accordance with the Traffic Signs Manual, show the locations and positions of road studs on your drawings. These shall be cored and filled with white thermoplastic at pedestrian, cyclist and equestrian crossings to form marks as shown in the Traffic Signs Regulations and General Directions.

5.1.38 Street name plates

You are required to apply to the district council as the street-naming authority for names to be given to any new lengths of road. The district council will specify the details that they require, and you may be able to submit suggested names for consideration. The district council will advise you of the names chosen, following the necessary consultations. It is your responsibility to arrange the

erection of the street name plates which the district council has chosen. Any street name plates on private drives or unadopted 'roads' should clearly state that the road or drive is 'private' or 'unadopted'.

5.1.39 Traffic signal equipment

We will normally design the traffic signals within the highway works based on detailed road layout drawings you have supplied. We will normally supply and install all permanent traffic-control equipment to be installed as part of the highway works. You must pay the reasonable cost to us for designing, supplying and installing the equipment including a commuted sum towards the future maintenance of the traffic-signal equipment. You must allow us access at all reasonable times to any part of the site on which cables, pipes, ducts or other apparatus associated with the traffic-signal equipment is to be installed or is located so we can carry out any works we need to do to install and maintain the cables, pipes ducts or other apparatus.

5.1.40 Street lighting

The street lighting design will require technical approval as part of a Section 38 or Section S278 designed submission unless undertaken by us. This shall be produced in accordance with the British Standard and MCHW

You are responsible for ensuring that the street lighting design is undertaken, ensuring that the specification of equipment is in accordance with our specification, marking the exact position of the street lights on site for the street lighting contractor, arranging for the electricity company to provide the electricity supply to the street lights, providing up to date test certificates in accordance with the British Standard, and paying for all aspects of the works including paying energy charges and maintenance of the street lights before we issue the final certificate of completion.

5.1.41 Alternative 'heritage' street lighting

The street lighting specification we provide will use 'standard' galvanised steel columns with road-lighting lanterns of the appropriate height and wattage. The use of heritage street lighting columns and lanterns will require our approval at an early stage and will attract a commuted sum to cover the increased costs of maintenance and replacement associated with this type of equipment.

5.1.42 Street furniture and street art

It is important to establish at an early stage (and certainly before any-planning application) what street furniture and so on is proposed within areas that are intended to be adopted as publicly-maintained highway, and who would be responsible for it. You may need to include this as part of a concept proposal that you are required to prepare for your proposed development. Details will be required as to who is to accept future maintenance responsibility. A commuted sum is likely to be payable for any assets not essential for highway purposes but to be maintained by us. The highway authority does not adopt public art.

5.1.43 Landscaping

Roads, footways and footpaths, cycleways, grass, shrubs and trees should complement the appearance of the development and the character of the surrounding area. Planting, the appropriate use of a variety of soft and hard landscaping materials, and the incorporation of existing trees and other features should be an integral part of the initial design.

Developers need to recognise that planted areas for adoption should be designed for minimal maintenance. Therefore the overall use of materials, planting and landscaping of any new

development should be discussed at an early stage with the local planning authority and us. However, it is important for developers to appreciate that the issue of planning consent does not imply that all proposed landscaping will be accepted for adoption by the highway authority.

In residential and industrial areas environmental features such as planting boxes, public open spaces grassed areas, existing trees, hedges and fences and landscaped areas will not normally be adopted by the highway authority. Where such features are proposed, the developer must agree with the local planning authority future maintenance arrangements.

5.1.44 Hard Landscaping

It may be preferable to use hard landscaping rather than grass or ground cover planting in small areas of verge particularly if this is more appropriate for example in an urban setting.

5.1.45 Grass

Grass is the normal acceptable treatment of service strips, verges, and visibility splays either by way of grass seeding or the laying of turf in accordance with our specification.

5.1.46 Trees

Trees on or next to the highway can be severely damaged by construction and maintenance work to roads and footways. Wherever possible, our policy is to retain, preserve and protect existing healthy highway trees when carrying out road construction. Protection measures must always be thorough. You should put them in place before the works begin and maintain them until the works are finished.

Tree roots need to absorb oxygen to survive, so most of a tree's root system is found in the aerobic (oxygen-rich) soil within the 600mm immediately below the surface. The tree's roots absorb nutrients and moisture from the soil and can extend well beyond the area taken up by its crown.

Highway construction and maintenance design should allow for all healthy existing trees and where appropriate, planting of new trees. You should involve our forestry officer or your consultant arboriculturalist who should advise at the planning and design stage on retaining existing trees and planting new specimens. You should consider the potential growth of retained trees, their future compatibility with new and existing highway features and how near new and existing service runs will be. You should identify an appropriate protection zone around the trees you are retaining and, wherever possible, you should exclude this area from the construction site. All necessary tree maintenance work, both before and after construction, should be carried out by trained operatives in consultation with our forestry officer.

We will adopt trees that have been successfully retained on verges and other highway related land providing you pay a commuted sum to cover their long-term maintenance. We will not adopt any tree retained within a development if we know that it has been damaged by poor practices during construction and the appropriate protection measures have not been employed.

5.1.47 Bird nesting season

You must not remove or carry out work to existing or planted trees, shrubs, hedges and other vegetation during the bird nesting season. This is generally considered to be from March until the end of July but can cover a longer period. You should check for the presence of active nests outside that period.

[End]

Drainage

5.2.1 Highway Drainage

We will ensure that developments that include roads to be adopted as highway provide satisfactory adoptable highway drainage arrangements. This should normally be achieved by one of the following methods:

- All highway water should be drained direct into a piped system vested or to be vested to a water company. This is the method we prefer.
- If the above method is not possible, water should be drained by a piped highway drainage system (minimum pipe size 225mm) running to a public sewer vested in a water company or outfall to a ditch or watercourse agreed by the Lead Local Flood Authority (LLFA), Environment Agency (EA), or Internal Drainage Board (IDB) as appropriate and supported by written evidence accordingly. We will normally insist that the road drainage system is adopted where we are adopting the road.

5.2.2 Easements

All highway drains should be located within land that we are adopting. Only in exceptional circumstances will we permit them in land that is to remain private. You must cover any adoptable highway drain outside the limits of the adoptable highway by an easement. The land must be easily accessible and not be in areas that would cause an unreasonable level of disturbance during maintenance such as private gardens or private driveways.

5.2.3 Alternative drainage systems

We will consider alternative highway-drainage systems, including soakaways, flow attenuation (reduction) or retention systems (including oversized pipes) and so on, on a site-by-site basis. Where there are valid reasons for providing systems like these, and where they would present us with extra

maintenance liability over a piped system, we will require you to pay a commuted sum.

We will not adopt a road unless its associated drainage is to be adopted either by a water company or by us.

5.2.4 Soakaways

Provided there is no reasonable prospect of securing a positive drainage system in the manner described above to be demonstrated by evidence, soakaways may be considered in appropriate ground conditions subject to the payment of a commuted sum.

Soakaways should generally be located outside of the carriageway. Where this is not possible, their location must not prevent or severely restrict passage during maintenance.

Soakaways should be located a minimum of 5m from structures. Where soakaways are proposed to be located outside of the highway, they should comply with the easement requirements above. Easements may also be required to ensure that no building is subsequently located within 5m of an existing soakaway such that the dispersal of water would not impair the stability of the structure.

Soakaway locations must be considered at planning application stage to ensure there is sufficient space.

5.2.5 SUDS

SUDS techniques are not generally considered appropriate for highway adoption. This can often mean that they are not a suitable outfall for a highway drainage system unless to be adopted by the water authority or other public body.

In exceptional circumstances SUDS may be considered as a suitable outfall subject to a private maintenance agreement and provided that the agreement is binding on future landowners, any failure to maintain will not result in highway flooding, and the highway

authority is indemnified from liability in case of any future flood event.

Where you are proposing SUDS, you must hold discussions with all relevant parties at an early stage (and certainly before any planning application) to agree ownership and responsibility for the facility.

5.2.6 Private Drainage

We will not accept the drainage of non-adopted assets into a highway drainage system either adopted or to be adopted by us. In general, the drainage of most other areas of a development are matters for water companies. You should normally design these drainage systems in line with the water companies' specifications and requirements (which you may treat as complementary to this document) and they should be adopted by them.

Where necessary private development should provide cut-off drainage often in the form of linear drains or ditches to prevent the unregulated discharge of surface water onto adjacent roads.

5.2.7 Outfall design

Where a piped system discharges into an existing ditch or watercourse, the pipe invert (bottom of the inside of the pipe) must not be lower than the level of the average flow in the ditch or watercourse and it should always be at least 150mm above the ditch or watercourse invert. You must direct the end of the pipe so it discharges at an angle less than 60 degrees to the direction of flow in the ditch or watercourse. The end of the pipe must have a headwall and apron which supports the bank above and adjacent to the pipe and prevents any scouring underneath the pipe. You must protect the banks of the ditch or watercourse from scouring. You must meet any requirements laid down by the LLFA, EA, and IDB.

If the outfall is to an existing highway drain, you will have to prove its capacity and condition before we can approve the connection. For all works incorporating highway drainage you will need to carry out and provide a copy of a CCTV survey and

report. You must carry out any improvement works found necessary, all at your expense.

5.2.8 Existing drainage systems

You must deal with any drainage systems existing within the development site, including any land drains, ditches, watercourses, outfalls or drainage systems from adjacent land, to our satisfaction and that of the LLFA, EA, and IDB as appropriate and the owners of the systems.

You must have the consent for piping an existing ditch or watercourse, in accordance with Section 23 of the Land Drainage Act 1991.

5.2.9 The hydraulic design of adoptable highway drains

The hydraulic design of adoptable piped highway drains must meet the requirements of the current edition of 'Sewers for Adoption' published by WRc plc.

You must submit calculations using the specified method of calculation and format. We will accept output from an approved computer programme using the specified method and parameters.

5.2.10 Hydraulic design – protection against flooding

The system must be designed to meet the requirements of the current edition of 'Sewers for Adoption' published by WRc plc.

The system should be designed not to flood any part of the highway or site in a 1 in 30 year return period design storm or any other return period that is set out in any latest version of 'Sewers for Adoption'.

Your design should also show the line and extent of flow paths and the potential effects of flooding if storms are greater than those allowed for by your design.

5.2.11 Minimum pipe size

The minimum pipe diameter for adoptable highway drains, other than gully connections, is 225mm. The minimum size for a road gully connection is 150mm.

5.2.12 Use of combined kerb and drainage systems

You must consider a combined kerb and drainage system where the minimum longitudinal carriageway gradient is less than 1

in 100 for flexible surfaces and less than 1 in 80 for block paved surfaces. We will normally require you to pay a commuted sum to cover any additional maintenance where a combined drainage system is used.

5.2.13 Approving drainage structures

Any drain, pipe or box culvert, sewer or drainage structure that has a clear span or internal diameter of greater than 900mm or any headwall greater than 1.5m retained height, will be classified as a highway structure and be subject to the specific requirements that apply to highway structures.

5.2.14 Catchpits

Unless otherwise specified, you must use catchpits and not manholes on adoptable highway drainage systems. Soakaway structures (typically over-sized chambers and cover slabs which are greater than 1050mm in diameter), even if they are to be adopted by the relevant water company, must still be designed to the relevant standards for retention within the highway (British Standard 5400). You will need to demonstrate to us that this has been achieved.

You must provide a catchpit (an access chamber, with sump, on a drainage system) where there is any discharge into an existing ditch or watercourse.

On all drainage runs we are to adopt where the pipe diameter is 900mm or less, you must provide a catchpit at:

- every change of alignment or gradient;
- the head of all main pipelines;
- every junction of pipelines except for single-gully connections;
- every change in pipe diameters; and
- a maximum spacing of 90 metres.

5.2.15 Catchpit and manhole positions

You should normally locate catchpits or manholes within the verge, and not the carriageway, on classified roads and other roads with a higher status than a residential access road or industrial access road. The outside of catchpits and manholes should be at least 500mm from the kerb line or the edge of the carriageway. Any catchpits or manholes

within a carriageway must be located so that they can be accessed while providing the necessary safety zones and without preventing traffic from passing. This will generally mean that you should not site them at or near the centre of the carriageway or within a width restriction. You should also take care when locating catchpits or manholes within junctions or roundabouts, based on the same criteria.

5.2.16 Positioning and alignment of highway drains and storm and foul sewers

Highway drains must be laid:

- in straight lengths;
- to straight grades between catchpits; and
- within the carriageway or verge.

You must not lay drains and sewers and their associated catchpits or manholes in footways as this space is required for other utility apparatus.

5.2.17 Gullies

All gullies should be trapped and the maximum length of gully connection should not be more than 15m. It will not normally be acceptable to connect one gully connection directly into another. Gully spacing should be calculated from below table and accompanying notes:

Carriageway Gradient	1/100	1/80	1/60	≥1/40
Area drained including footways etc.(m ²)	170	180	200	240

- When calculating the areas drained, you must make allowances for all footways, footpaths, paved areas and verges that fall towards the carriageway;
- Gullies must not be spaced more than 40m apart, irrespective of the areas drained, except at summits where the first gully should not be more than 40m from the high point;
- Double gullies must always be provided at sag points and low points and each must have its individual connection to the main sewer or highway drain.

In footpaths, footways and cycleways separated from carriageways, you must provide gullies or channels connected to the highway drainage system where surface water would otherwise discharge onto adjacent property or cause flooding of footpaths, footways or carriageways.

You should site gullies upstream of the tangent point at road junctions so that surface water in the channel does not flow across the junction. You should take care to avoid ponding near the mid-point of radius kerbs. Where the road is super-elevated, you should site a gully just before the point where the adverse camber is removed to prevent water in the upstream channel flowing across the carriageway.

You should take care to avoid ponding in the transition length, when the longitudinal gradient is flat or where there are traffic islands, central reserves or traffic-calming measures. You must not site gullies within pedestrian crossing points. Where possible, locate them directly upstream of the crossing point.

You should not site gullies where traffic would be prevented from passing while they are being emptied, for example within a carriageway width restriction.

You will need to provide us with a contour plan to show that gullies are located in the correct position as part of your design submission for works under Section 38 or Section 278 agreements.

5.2.18 Providing sub-soil drainage

You must construct a system of sub-soil drainage to a suitable agreed outfall all to our satisfaction where:

- the winter height of the water table is within 600mm of formation level; or
- the sub-soil is unstable because of being waterlogged; or
- there is a likelihood of water running from or out of adjacent ground; or
- springs, land drains or watercourses are present; or
- the finished road is below existing ground level, regardless of the water table; or

- the sub-grade is likely to be altered due to groundwater.

5.2.19 Backfilling trenches

You must backfill all drainage, utility and other trenches in the highway for industrial and commercial premises up to formation level with GSB type1 granular sub-base material.

Backfill on residential sites should be a granular material to the approval of the highway authority (acceptable material will typically include GSB type 1 or material graded to 6F1).

[End]

Utility Services

5.3.1 Making Provision for Utility Services

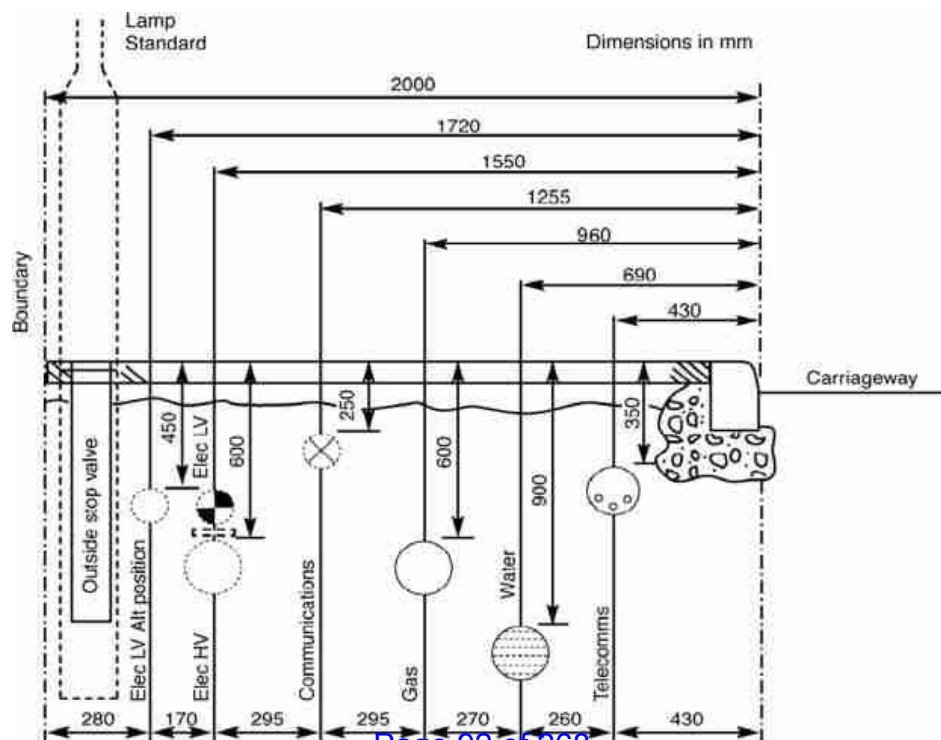
There are no statutory obligations governing the position or depth at which apparatus should be laid within the highway. On new development sites where utility apparatus is to be installed, the NJUG guidelines for the positioning and colour coding of underground apparatus should be followed. Any deviation from these guidelines should only be conducted with the agreement of the prospective asset owners and the highway authority. With the exception of essential road crossings, mains utility services should not be located in the carriageway unless the carriageway is a shared surface designed with an area to accommodate utility apparatus (see guidance on shared surfaces).

It is essential that only planting with a shallow route system (usually grass) is located within service strips. Where a service strip is to accommodate existing vegetation it must be wide enough to avoid damage to existing route systems. Banks or mounds should not encroach onto service strips and levels should not be altered over existing apparatus without prior consent from the respective undertakers affected.

Mains services must be provided in a manner whereby repair and maintenance can be carried out without obstructing passage. Service strips must be appropriately delineated and developers must make it clear to purchasers that the service strip is not conveyed to the property. However, the maintenance responsibility for service strip planting may be assigned to individual properties in their deeds.

Where the provision for services is not well defined, the street layout should be agreed with the highway authority at pre-planning application stage to avoid unnecessary delay to the planning process and potential redesign.

5.3.2 NJUG guidelines on the positioning of underground utilities



5.3.3 Backfilling trenches

You must backfill all drainage, utility and other trenches in the highway for industrial and commercial premises up to formation level with GSB type1 granular sub-base material.

Backfill on residential sites should be a granular material to the approval of the highway authority (acceptable material will typically include GSB type 1 or material graded to 6F1).

[End]

Structures

Specification

5.4.1 All highway works must normally be in accordance with the 'Specification for Highway Works' published by Her Majesty's Stationery Office as Volume 1 of the Manual of Contract Documents for Highway Works (MCHW) and comply with the 'Notes for Guidance on the Specification for Highway Works' published as Volume 2, as well as our specification and standard drawings. Where these vary from the 'Specification for Highway Works' our documents should prevail. If your proposals are not covered by the standard drawings, you will need to submit scheme-specific drawings to us for approval.

Definition

5.4.2 Highway related structures will normally include bridges, tunnels, retaining walls, corrugated-steel buried structures, reinforced soil and anchored earth structures, reinforced clay brickwork retaining walls of pocket-type and grouted-cavity construction, crib wall retaining walls of concrete or timber construction, environmental barriers (including noise barriers and fencing), and all drains, piped and box culverts, sewers and drainage structures, other than bridges, that have a diameter or clear span of more than 900mm.

5.4.3 A highway related structure is either any structure built in, under, or over, the highway; or any retaining wall or structure which supports the highway and where the structure, or any retaining wall is built within 3.65m of the highway boundary where the retained height above the adjacent highway is 1.4m, or more, S167 Highways Act 1980.

Note: The definition of 'highway' used above includes the carriageway, footway and all verges.

Design

5.4.4 All highway related structures, whether we are to adopt them or not, must be designed and

constructed in accordance with the current relevant codes of practice and technical memoranda. The design will be subject to the technical-approval procedure set out in the Department for Transport Design Manual for Roads and Bridges 'Technical Approval of Highway Structures on Motorways and Trunk Roads' except that the Technical Approval Authority will be us.

5.4.5 You must employ a chartered civil or structural engineer with experience in highway structures and approved by us to carry out the design and oversee construction.

5.4.6 Before construction begins, you must provide a programme of supervision for our approval. The programme must give details of the level and amount of supervision that will be provided so we are confident that the structure will be built in accordance with the design and specification. The programme must also contain proposals for materials testing.

5.4.7 At regular intervals, we will audit the supervision of a scheme to make sure that you are meeting the agreed programme of supervision. However, it is the developer's responsibility to keep us informed of the proposed programme. Before adoption, you must give us copies of approved design calculations (if not already received), inspection certificates, material-testing certificates, digital photographs (*.JPG or *.BMP format), as-built drawings preferably in an electronic form, (for example PDF file), maintenance manuals and a Construction Compliance Certificate in accordance with the Design Manual for Roads and Bridges. This information should be submitted in advance of a request for a final certificate of completion to the highway authority (full adoption certificate). Failure to accord to the approved design and insufficient collation of the

required evidence will jeopardise the ability of the highway authority to adopt structures.

5.4.8 You will have to pay the additional design checking and inspection fees for any highway structure. This is charged at 'actual' rate and we will give you an indication of the likely fee at our earliest opportunity. You must pay a commuted sum for future maintenance of any highway structure to be adopted.

[End]

New Roads, the Advance Payments Code, and Section 38

6.1 The Advance Payments Code (“the Code”) Section 219 to 225 Highways Act 1980 (“the Act”)

In accordance with Section 220 of the Act, all new buildings that would face a private street are liable for the cost of the private street works unless specifically exempt by way of Section 219 or a Section 38 agreement has been previously entered into. Otherwise we are required to serve notice on the person who submitted plans for building regulations approval seeking payment of our estimated cost of the streets works.

WARNING - If works start on any building without paying the sum specified in the notice, the landowner will be committing an offence, and we may take them to court.

Once payment has been made, this will be returned if a Section 38 agreement has been entered into or the works are finished to a standard that we judge will provide a durable road construction and being satisfied that there is no prospect of the road requiring further private street works in the future. Note that completing this process does not mean that the road will be of an adoptable standard, in which case, it will remain private and we will not be maintain it at public expense. A fee will apply similar to a Section 38 agreement if you wish the detailed design of the road and works construction to be approved by us to allow future adoption.

We and most builders prefer the Section 38 agreement route to highway adoption as it offers more certainty with respect future road adoption and the return of the security sum.

6.2 Private Roads

If you clearly indicate that you would not wish for a road to be adopted, you must submit a plan to us under Section 31(6) of the Act identifying the extent of the private street, enter into a legal agreement under Section 106 Town and Country Planning Act to indemnify us against future petitioning by residents to adopt their road under Section 37 of the Act and to secure future private maintenance arrangements for the road. We may then be in a position to exempt the development from the Code once completed if we deem this to be appropriate.

6.3 Section 38 agreements

Section 38 of the Act is the mechanism used to ensure most roads constructed as part of development become highways maintainable at public expense (adopted) by way of entering into a Section 38 agreement. Parties to the agreement must include all landowners as well as the developer if different.

6.4 Approvals

Before carrying out any technical approval checks, we will require payment of our costs for any checking of the design. This will usually be circa 50% of the total fee. The balance of the administration and inspection fee will be payable on signing of the agreement. Additional fees may apply.

The following information is required before the Section 38 check can be processed:

6.5 Layout:

- Plans indicating the areas of proposed highway offered for adoption;
- Plans indicating the position of all carriageways, footways, footpaths, cycle ways, verges service strips, visibility splays, traffic calming features, surface water drainage including gully positions, position of dwellings, gradients of driveways, garaging and/or parking spaces with vehicular crossings, traffic signs, road markings and structures;
- For layouts not conforming to normal HA standards, a drawing and schedule indicating different materials proposed together with appropriate areas for use in the calculation of commuted sums;
- Drawings in pdf format will be printed and distributed as required;
- Quality Audit if required.

6.6 Vertical Alignment:

- Longitudinal sections of the carriageway showing existing and proposed levels for the centre line, channel, gradients and vertical curves with the appropriate horizontal road layout drawn below this section;
- Longitudinal sections must also indicate surface and foul water sewer profiles including the position of manholes, gradients, pipe sizes etc.

6.7 Standard Details:

- Typical cross sections showing carriageway, footway and verge construction including details of kerbs and edgings (as per standard drawings)
- Typical construction details of footways, footpaths, cycle ways, vehicular accesses and pedestrian crossing points kerbs, manholes and pipe bedding (as per standard drawings);

6.8 Ground Conditions:

- A geotechnical report, including CBR test results at formation.

6.9 Drainage:

- Details of existing and proposed surface and foul water drainage, including a highway gully layout;
- Calculations of surface water run-off, 'micro drainage' etc;
- A manhole schedule;
- Details of deeds of easements and discharge consents.

6.10 Landscaping:

- Details of planting and additional maintenance proposals.

6.11 Other Features:

- Any specialist information regarding bridges, culverts, headwalls and retaining walls supplied on separate drawings.

6.12 Street Lighting:

- Street lighting layout and specification in accordance with BS5489, together with details on any impact on the existing lighting system.

6.13 S38 Plan

We will only issue technical approval after all additional information and requested amendments have been received.

The design will require accompanying by a plan to be inserted in the Section 38 agreement coloured up as follows:

- Site boundary - red
- carriageway – grey
- footways, footpaths, cycle ways and other hard-surfaced areas – yellow
- shared-surface roads – brown
- traffic-calming features – brown
- verges – green
- highway drainage – blue
- additional highway structures – pink
- special surfacing – purple
- Street lighting - red

6.14 Section 38 plan example



We will prepare all documentation for the Section 38 agreement. Details to be provided at this time include:

- the name and address of the landowner;
- your name and address as the developer;
- the name and address of any bondsman or confirmation of cash deposit;
- the name and address of the solicitor;
- proof of ownership of the land; and
- proof of an intention to enter into a Section 104 agreement and any deeds of easements.

Our solicitor will seek an undertaking from your solicitor confirming that our legal fees will be met.

6.15 Pre-commencement

You must not begin construction unless and until:

- we have given you technical approval;
- the Section 38 agreement has been completed and signed and an appropriate surety is set in place;
- you have notified the Health and Safety Executive that you are client for the works for the purposes of the Construction (Design and Management) Regulations;
- all necessary fees have been paid to us;
- you have complied with the New Road and Street Works Act minimum notification periods;
- the contractor (including any subcontractor) has been approved;
- You have demonstrated that £5m public liability insurance is in place including indemnity to principal;
- a pre-start meeting has been held.

6.16 Site inspection

You are responsible for the day-to-day supervision of the road works construction. We will only inspect the works to check that they are being constructed in accordance with the approved drawings and our requirements. You must give our representative access to the works in progress at all times. If problems arise, we will be happy to discuss possible solutions with you, but it will still be your responsibility to instruct your contractor and make sure that the works are satisfactorily completed in accordance with our requirements.

6.17 Substantial completion

We will issue the first certificate of completion once:

- you have substantially completed the road works to our satisfaction;
- you have completed all street lighting to our satisfaction;
- any new planted landscaping areas, grassed areas, trees, shrubs and so on that we are to adopt have been fully planted and established;
- the works (including any existing and new planted landscaping areas and so on) have been jointly inspected (that is by us, you and your contractor) and no significant defects have been identified, or where they have, you have agreed to remedy them to our satisfaction; and
- where required, any stage 3 safety audit has been completed and all changes that we require have been made satisfactorily;
- You must provide us with 'as built' drawings, preferably in an electronic form.

When we issue a first certificate, the amount of bond excluding the commuted sums element can be reduced, usually to 40% of the original amount. The exception to this is where you are paying us a commuted sum in which case the bond cannot be reduced to a value less than the commuted sums that we have calculated.

You will then be responsible for maintaining the roadworks for a minimum period, usually twelve months. This allows any defects in the works to become apparent after they are brought into use.

6.17 Final Completion

We will issue a second certificate of completion when the following actions have taken place:

- You must contact us at the end of the maintenance period to arrange a further joint inspection of the road works (including any landscape planting, trees, grassed areas and so on). We will issue you with a list of any outstanding remedial works we require you to do, which you must then complete to our satisfaction;
- You must have maintained the road works to our satisfaction during the maintenance period;
- You must provide us with a copy of the provisional certificate of adoption for the drainage and sewers, as issued by the relevant water company;
- You must pay us any commuted sums and outstanding charges that are required;
- You must provide us with the health and safety file in an electronic form produced in line with the Construction (Design and Management) Regulations.

After all of the above has been done to our satisfaction, we will:

- issue a second certificate of final completion;
- inform you that the bond can be cancelled; and
- adopt all areas dedicated within the Section 38 agreement as highway to be maintained at public expense.

[End]

Off-site Highway Works, Accesses, Junctions, and Section 184 and 278

7.1 Vehicular crossing - Section 184 approval

To get your vehicle from the road and onto your drive you will need a properly constructed 'vehicular crossing', also known as a 'dropped kerb'. This is to prevent damage to the pavement and/or verge and to protect underground pipes and cables. You will require our approval and you may also need to get planning permission from your local district council, for instance if you live on a classified road.

You may employ a contractor of your choice to carry out these works, subject to them meeting certain requirements. Your contractor will need to apply to us for a permit to alter the highway outside your property and we will inspect the work to ensure that it meets our specification. A fee will apply.

7.2 Section 278 agreements, Highways Act 1980 ("the Act")

We use this section of the Act to allow you, the developer, to employ a contractor and for that contractor to work on the existing public highway in the same way as if we, the highway authority, were carrying out the works instead usually to facilitate development. You are normally responsible for all aspects of the works on the public highway, from their design, through supervising construction and ensuring that the works are fully completed to our satisfaction.

7.3 Approvals

Before carrying out any technical approval checks, we will require payment of our costs for any checking of the design. This will usually be circa 50% of the likely total fee. The balance of the administration and inspection fee will be payable prior to the signing of the agreement. Additional fees may apply.

The following information is required before the Section 278 check can be processed:

7.4 General

- 1:1250 plan showing scheme extents, and existing road network. (An alternative scale may be used to suit nature/size of scheme);

7.5 Detailed design layouts 1:500 Plans showing:

- Site clearance details;
- Drainage layout: Pipe runs, manhole and gully positions. Pipes intended for adoption should be highlighted;
- Earthwork details;
- Carriageway and footway construction details indicating areas of different pavement types areas of overlay, reconstruction, planing etc.;
- Kerbing and edging details;
- Traffic sign positions and road markings. Each sign should have an accompanying schedule giving post sizes, mounting heights illumination details, foundation details etc.;

- Landscaping proposals;
- Road lighting positions;
- Fencing proposals showing highway boundary positions and visibility splays;
- Safety fence layout;
- Structures position and orientation;
- Electrical works i.e. trenches and cabling;

7.6 Vertical design

- Longitudinal sections showing centreline and channels in relation to existing ground levels;
- Proposed gradients and k values for sag and crest of curves, horizontal schematic showing curve radii, transitions;
- Cross sections showing proposed levels and profile in relation to existing levels and proposed/existing;
- Boundaries.

7.7 Junction design

7.7.1 Roundabouts:

- Provide 1:200 or 1:500 plan showing proposed spot levels, contours and crown lines;
- Provide design checklist to ensure geometric compliance with DMRB (Vol.6) – TD 16/93 – Geometric Design of Roundabouts;
- Provide existing, generated & forecast turning flows for the morning and evening peak periods;
- Provide traffic reserve capacity calculations for the AM & PM peak periods using the latest version of ARCADY;
- Demonstrate deflection;
- Show visibility lines;
- Provide segregation for cyclists and pedestrians as required.

7.7.2 Priority junctions:

- Provide 1:200 or 1:500 plan showing proposed spot levels, contours and crown lines;
- Provide design checklist to ensure geometric compliance with DMRB (Vol. 6) – TD 42/95 – Geometric Design of Major/Minor Priority junctions;
- Provide design checklist to ensure geometric compliance with DMRB (Vol. 6) – TD 41/95 – Geometric Design of Vehicular Access to All-Purpose Trunk Roads (where appropriate);
- Provide existing, generated & forecast turning flows for the morning and evening peak periods;
- Provide traffic reserve capacity calculations for the AM & PM peak periods using the latest version of PICADY; Justification for the chosen specific layout;
- Provide suitable routes for pedestrians and cyclists as required

7.7.3 Traffic signal junctions:

- Provide a 1:500 or 1:200 plan on a topographical base showing signal heads, pole position, ducting etc.;
- Provide existing, generated and forecast turning flows for the morning and evening peak periods;

- Provide appropriate traffic reserve capacity calculations for AM and PM peak periods using LINSIG;
- Ensure that design complies fully with DMRB (Vol 6) Standard TD 50/99 – The Geometric Layout of Signal Controlled Junctions & Signalised Roundabouts;

7.7.4 Pedestrian crossing facility

- Provide a 1:500 or 1:200 plan on a topographical base, showing signal heads, pole position, ducting etc.;
- Ensure that design complies with the following standards/advisory notes (as appropriate):
 - Traffic Advisory Leaflet – 1/02 The Installation of Puffin Pedestrian Crossings;
 - Traffic Advisory Leaflet – 04/98 – Toucan Crossing Development;
 - Traffic Advisory Leaflet – 10/93 – ‘Toucan’ An unsegregated Crossing for Pedestrians and Cyclists;
 - Statutory Instruments – 1997 No.2400- Road Traffic – The Zebra, Pelican and Puffin Pedestrian Crossings Regulations & General Directions 1997;
 - Local Transport Note 2/95 – The Design of Pedestrian Crossings;
 - Design Manual for Roads Bridges (DMRB) (Vol 8) – TA 15/81 – Pedestrian Facilities at Traffic Signal Installations;
 - DMRB (Vol 6) – TA 86/03 – Layout at Large Signal Controlled Crossings;
 - DMRB (Vol 8) – TD 35/91 – MOVA Traffic Control;
 - DMRB (Vol 8) – TA 12/81 – Signals on High Speed Roads;
 - DMRB (Vol 8) – TA 16/81 – General Principles of Control by Signals;
 - DMRB (Vol 8) – TA 68/96 – Assessment & Design of Pedestrian Crossings;

7.8 Statutory Undertakers (for example gas, water, cable TV)

Plans showing existing apparatus along with any diversion/protection proposals.

7.9 Structures

Design must comply with agreed Approval in Principle (AIP). All design/check certificates in accordance with BD2/02 shall be supplied for us to endorse.

The following drawings are required:

General arrangement:

- Detail design – details should include: dimensions, levels, materials and finishes, drainage and service ducts, parapet details, earthwork details, foundation details;
- Reinforcement details showing – cover to steel and reinforcement details in accordance with BS 8666:2000.

Geotechnical Information:

- Initial ground investigation proposals;
- Desk study information including preliminary deep borehole work;
- Ground investigation including detailed proposals with borehole locations, schedules, long sections and laboratory testing philosophy;
- Factual report;
- Interpretative report including calculations;
- Earthworks design including drawings and specification;
- Structural foundation design

‘Buildability’:

- Does the design allow for the contractor’s input?
- Provide evidence that construction issues have been addressed in the design, for example ‘Beany’ blocks constructed to default radii, manholes positioned out of the carriageway.

Traffic management:

- Are road closures required?
- Provide information for both local and heavy diversion routes (where appropriate);
- Give evidence on the provisions made for local transport services during the construction phase.

Drainage design:

- Drainage design calculations/output;
- Gully spacing design output;
- Provide information on the depths of cover of lines;
- Provide invert and chamber sizing of access chamber;
- Provide discharge calculation at the outfalls;
- Provide details of retention storage;
- Provide calculations and information on mechanical elements e.g. pumps and throttles;
- Provide information on petrol interceptors.

Landscaping:

- Provide information on planting strategy;
- Provide drawing of planting areas;
- Provide planting specifications;
- Give information on the preparation works and also soil types to be used;
- Provide listing of all species of plants and density;
- Provide maintenance regime.

Construction Design and Management Regulations:

- Provide all risk assessment and a copy of the pre-tender health and safety plan;
- Provide a copy of F10.

Other Supporting Information Required:

- Traffic flows;
- Carriageway construction design calculation;
- CCTV videos of any existing drainage used as outfall/connection;
- Sign schedules;
- Autotrak plots for HGV manoeuvres at appropriate locations;
- Stage 2 safety audit problems, recommendations and designer’s responses where appropriate;
- Standard drawings should be used except where no appropriate detail covers the proposal.

7.10 Technical Approval

We will only issue technical approval after all additional information and requested amendments have been received.

We will prepare all documentation for the Section 278 agreement. Details to be provided at this time include:

- the name and address of the landowner (if a highway dedication is required);

- your name and address as the developer;
- the name and address of any bondsman or confirmation of cash deposit;
- the name and address of the solicitor; and
- proof of an intention to enter into a Section 104 agreement and any deeds of easements 9if required).

Our solicitor will seek an undertaking from your solicitor confirming that our legal fees will be met.

7.11 Pre-commencement

You must not begin construction unless and until:

- we have given you technical approval;
- the Section 278 agreement has been completed and signed and an appropriate surety is set in place;
- you have notified the Health and Safety Executive that you are client for the works for the purposes of the Construction (Design and Management) Regulations;
- all necessary fees have been paid to us;
- you have complied with the New Road and Street Works Act minimum notification periods;
- the contractor (including any subcontractor) has been approved;
- You have demonstrated that £5m public liability insurance is in place including indemnity to principal; and
- a pre-start meeting has been held.

7.12 Site inspection

You are responsible for the day-to-day supervision of the road works construction. We will only inspect the works to check that they are being constructed in accordance with the approved drawings and our requirements. You must give our representative access to the works in progress at all times. If problems arise, we will be happy to discuss possible solutions with you, but it will still be your responsibility to instruct your contractor and make sure that the works are satisfactorily completed in accordance with our requirements.

7.13 Substantial completion

We will issue the first certificate of completion once:

- you have substantially completed the road works to our satisfaction;
- you have completed all street lighting to our satisfaction;
- any new planted landscaping areas, grassed areas, trees, shrubs and so on that we are to maintain have been fully planted and established;
- the works (including any existing and new planted landscaping areas and so on) have been jointly inspected (that is by us, you and your contractor) and no significant defects have been identified, or where they have, you have agreed to remedy them to our satisfaction; and
- a stage 3 safety audit has been completed and all changes that we require have been made satisfactorily.

When we issue a first certificate, the amount of bond excluding the commuted sums element can be reduced, usually to 40% of the original amount. The exception to this is where you are paying us a commuted sum in which case the bond cannot be reduced to a value less than the commuted sums that we have calculated.

You will then be responsible for maintaining the roadworks for a minimum period, usually twelve months (soft landscaping is usually subject to 3 year maintenance period). This allows any defects in the works to become apparent after they are brought into use.

7.14 Final Completion

We will issue a second certificate of completion when the following actions have taken place:

- You must contact us at the end of the maintenance period to arrange a further joint inspection of the road works (including any landscape planting, trees, grassed areas and so on). We will issue you with a list of any outstanding remedial works we require you to do, which you must then complete to our satisfaction;
- You must have maintained the road works to our satisfaction during the maintenance period;
- You must provide us with a copy of the provisional certificate of adoption for any drainage and sewers, as issued by the relevant water company;
- You must pay us any commuted sums and outstanding charges that are required;
- You must provide us with 'as built' drawings, preferably in an electronic form on CD;
- You must provide us with the health and safety file, on CD, produced in line with the Construction (Design and Management) Regulations 1994 (CDM).

After all of the above has been done to our satisfaction, we will:

- issue a second certificate of final completion;
- inform you that the bond can be cancelled; and
- adopt all areas to be dedicated within the Section 278 agreement as highway to be maintained at public expense.

[End]



Commuted Sums

Introduction

8.1 In the context of this guidance commuted sums are financial contributions made by third parties to the highway authority as compensation for taking on the future maintenance responsibility for newly created highways or highway improvements. They are typically secured through legal agreements made with developers and landowners under Sections 38 and/or 278 of the Highways Act 1980 ("the Act").

8.2 The calculation of the commuted sum is the subject of individual agreements. This note sets out our common approach as to how the commuted sum is calculated. This Authority has adopted the Adept (formerly County Surveyors Society) guidance document 'Commuted Sums for Maintaining Infrastructure Assets'.

Legal Background

New roads adopted under Section 38

8.3 Section 38 is a power allowing highway authorities to adopt newly constructed roads by agreement with landowners and developers. Section 38(6) states as follows:

"An agreement under this section may contain such provisions as to the dedication as a highway of any road or way to which the agreement relates, the bearing of the expenses of the construction, maintenance or improvement of any highway, road, bridge or viaduct to which the agreement relates and other relevant matters as the authority making the agreement think fit".

8.4 The Court of Appeal has emphasised the wide and unqualified nature of the Section 38(6) powers. There are no limitations as to how the commuted sum should be calculated (Redrow Homes Ltd v Knowsley MBC [2015]) and this need not be limited to "extra over" costs.

Existing roads improved under Section 278

8.5 Section 278 of the 1980 is a power allowing highway authorities to secure improvements to existing roads by agreement with landowners and developers.

8.6 Section 278(3) states as follows:

"The agreement may also provide for the making to the highway authority of payments in respect of the maintenance of the works to which the agreement relates and may contain such incidental and consequential provisions as appear to the highway authority to be necessary or expedient for the purposes of the agreement".

8.7 Section 278 is therefore drafted in the same wide and unqualified terms as Section 38 of the Act.

Application

8.8 The need for paying commuted sums can be divided into four broad categories.

- The cost of maintaining areas and construction which, under our normal design guidance are not required for the safe and satisfactory functioning of the highway. Examples are additional areas of carriageway, such as a 'square' surrounding a turning head, hard landscaping, grass verges, and so on.
- The cost of maintaining some features of the adoptable works which can be considered as extra over. Examples include highway structures, public transport infrastructure, landscaping, trees, shrubs and so on, additional or non-usual street furniture and noise fencing. These costs represent an increase in our future maintenance liability which will be more than the anticipated normal funding generated by the development.
- The additional cost of maintaining permitted alternative materials and

features which are extra over. Examples include surfacing materials and street lighting equipment. These additional costs are in excess of what we would have incurred if the materials and features used had been to the standard specification.

- Sustainable drainage systems (SUDS), for example, flow-attenuation devices, swales and storage areas.

Note: Where you are proposing SUDS, you must hold discussions with all relevant parties at an early stage (and certainly before any planning application) to agree ownership and responsibility for the facility.

8.9 This is not an exhaustive, detailed list. It is only intended to illustrate broad principles. Cases where commuted sums will normally be required are set out in other parts of this document. You should always discuss with us where commuted sums might be required at the earliest possible opportunity and certainly before any planning application.

Calculating commuted sums

8.10 We work out the cost your maintenance obligation using this formula:

$$\text{Commuted sum} = \sum Mp / (1 + D/100)^T$$

Mp = Estimated periodic maintenance cost

D = Discount rate (effective annual interest rate) (%)

T = Time period before expenditure will be incurred (years)

Maintenance unit costs (Mp)

8.11 Maintenance unit costs are based on contract rates current at the time of calculation and the frequency of treatment or intervals of replacement, based on planned frequencies or historic information. A sum of 10% of the works costs will be added to cover our design and supervision costs.

Discount rate (D)

8.12 The discount rate (effective annual interest rate) is worked out as follows:

$$\begin{aligned} D &= (1.045/1.0225) - 1 \\ &= 2.2\% \end{aligned}$$

Where 1.045 is the interest rate (4.5% based on long-term neutral base rate) and 1.0225 is the inflation rate (2.25% based on RPI-X that is RPI excluding mortgage payments)

Time period (T)

8.13 There is a case for using a time period equal to the expected life of the development in the case of development roads. However, for the time being, a time period of 60 years will be used to calculate the commuted sums, with the exception of highway structures when a 120-year period will apply, in accordance with the standard design life requirement.

Agreement, Bond, & Timing

8.14 You will be required by the relevant agreement with us to pay us a commuted sum. Any commuted sums you must pay will be included in the bond required under the Section 38 or Section 278 agreement. The commuted sum will be payable before we issue the final certificate.

8.15 For Section 278 works we will not normally apply commuted sums for the existing area of carriageway unless replaced with a non-standard material (in that case the commuted sum would be the difference between the commuted sum for the standard and non-standard material). A full commuted sum would be required for any additional carriageway created (e.g. a right turn lane), or any new feature created (e.g. refuge/splitter island, additional lighting, bollards etc). This is because the additional carriageway and features created above those already existing are only required to provide the access for the new development, and therefore it is reasonable to require a commuted sum to maintain them in the future.

[End]

6 December 2018**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (DALESTORTH STREET, HILL
CRESCENT, REDCLIFFE STREET AND SKEGBY ROAD, SUTTON-IN-
ASHFIELD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2018
(4217)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made as advertised with amendments as detailed in the recommendation and shown on drawing H/JMR/2714/03.

Information

2. Nottinghamshire County Council has received requests for measures to prevent obstructive parking which affects visibility for highway users at a number of junctions off Dalestorth Street and Skegby Road in Sutton-in-Ashfield. The proposed restrictions were requested by local County Council and District Members.
3. Skegby Road is a local residential street with an annual average daily traffic flow of 4,300 vehicles and there is a regular bus service with stops along the road. There is a pharmacy, an accountant business and doctor's surgery which has recently closed in the vicinity of the proposed restrictions. It is currently unknown what the former doctor's surgery building on Harwood Close off Skegby Road will become.
4. Dalestorth Street is a local distributor road with an annual average daily traffic flow of 8,900 vehicles and there is a regular bus service with stops on the road. There is a local convenience shop on the corner of Dalestorth Street and Skegby Road with a church adjacent. There are white 'H Bar' road markings with 'Patrol' text on Dalestorth Street, near its junction with Skegby Road, indicating a dormant school crossing patrol site.
5. On both roads there is a mixture of terraced properties, semi-detached properties and bungalows with varying off-street parking provision. At these locations there is significant demand for on-street parking. This is generated by the convenience shop, church, pharmacy and until recently, the doctor's surgery. However, reports have been received of obstructive parking too near to junctions and crossing points, which reduces visibility for vehicles, pedestrians and adversely affects the efficient operation of the highway.

6. In response, the County Council proposes to introduce 'No Waiting at Any Time' restrictions (double yellow lines) at the locations listed below:
 - Dalestorth Street on the junctions with Redcliffe Street and Skegby Road – drawing - H/JMR/2714/01
 - Skegby Road on the junctions with Harwood Close, Hill Crescent and Thoresby Street – drawing number- H/JMR/2714/02
7. The statutory consultation and public advertisement of the proposals was carried out between 30th May and 29th June 2018.
8. A total of 20 responses including one petition of 228 signatures were received to the consultation during the advertisement period. This included 2 responses expressing support for the proposals with 1 of these requesting additional restrictions.
9. One respondent objected to the proposed restriction at the junction of Skegby Road and Hill Crescent as the proposed restrictions would extend across their driveway on Skegby Road. They stated that they park across their driveway when they have more than one vehicle, so the proposals would leave them with nowhere to park. After consideration of the response a revised proposal was devised which reduced the length of the restrictions at this location by 5 metres; meaning the double yellow lines terminate before the respondent's driveway. The proposed restrictions were originally designed to extend beyond the required distance considered necessary to maintain visibility for vehicles emerging from Hill Crescent onto Skegby Road in order to protect the respondent's driveway from being obstructed by other vehicles. As the respondent does not want this, the scheme has been amended and the proposed restriction shortened. The respondent has confirmed that they are happy with this amendment and it is therefore considered that this objection has been resolved.
10. There are considered to be 17 outstanding objections to elements of the proposals and this includes the petition.

Objections Received

11. Objections - Dalestorth Street and Skegby Road Junction

Thirteen objections, including a 228-signatory petition were received relating to the proposals at the Dalestorth Street and Skegby Road junction. Respondents objected on several points; primarily relating to the loss of on-street parking and the impact this would have on the local shop, their deliveries and their customers, some of whom are elderly. Further concerns were raised about loss of on-street parking for members of the church on Dalestorth Street. Respondents also requested the removal of the low metal barriers on Dalestorth Street, which some respondents have said prevent pedestrians from crossing Dalestorth Street at other locations.
12. Response - Dalestorth Street and Skegby Road Junction

There are many competing demands for free, convenient on-street parking in this area and when dealing with a finite resource it is not possible to meet all these demands for parking. Parking currently occurs all around this junction outside the shop. This adversely affects the safe and efficient movement of vehicles through the junction and negatively impacts on visibility for pedestrians crossing over Skegby Road and Dalestorth Street at the site of the former school crossing patrol.
13. The County Council has no duty to provide on-street parking and there is no legal right for an individual to park in proximity to their property or business. It is recognised that demand for

such parking exists and the proposals have been kept to the minimum necessary to ensure the effective and safe movement of pedestrians and vehicles through the junction and at the crossing points.

14. Concerns were raised relating to the detrimental effect on receiving deliveries to the shop and customer access, especially for those who are elderly with limited mobility. It should be noted that disabled drivers, who have a blue badge, are entitled to park on double yellow lines where this does not cause an obstruction for periods of up to three hours. The picking up and setting down of passengers is also permitted on double yellow lines, as is the loading and unloading of goods. These exemptions will enable disabled drivers or disabled passengers and delivery vehicles to retain access to the commercial premises.
15. The metal low barriers on Dalestorth Street have been installed historically to prevent vehicles from mounting the footway to park and causing an obstruction for pedestrians. Various options were considered in 2011 to improve the situation following an accident in which a pedestrian tripped over the rails. The paint colour was changed from black to bright blue to improve the visibility and lighting in the area upgraded.
16. Unrestricted highway parking is available on both sides of Dalestorth Street and Skegby Road beyond the proposed restrictions. It is acknowledged that there is always a balance to be struck between competing demands for a finite resource. However, it is considered that the scheme is a proportional and reasonable intervention to improve safety for pedestrians and improve the operation of the junction.
17. Objections – Displacement Parking
Three objections were received relating to the potential effect of displacement parking on local residents as a result of the proposed restrictions. Respondents cited the potential for residents who do not have access to off-street parking having difficulty finding on-street parking near their house.
18. Response – Displacement Parking
The demand for on-street parking by residents of Skegby Road is noted. The County Council has no duty to provide on-street parking and there is no legal right for an individual to park in proximity to their property or business. The proposals have been kept to the minimum necessary to ensure the effective and safe movement of pedestrians and vehicles through the junctions. Unrestricted on-street parking remains available on the highway network further away from the junction, providing parking opportunities for residents, visitors and other users.

Other Options Considered

19. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. Consideration was given to omitting the restrictions on Dalestorth Street at the location of the former school crossing patrol. However, this has become an informal crossing point for pedestrians and it is felt necessary to maintain visibility at this location. The proposals are considered to strike a reasonable balance between the need to maintain the safe operation of the highway and recognition of the demand for on-street parking.

Comments from Local Members

20. County Councillor Samantha Deakin has expressed support for the proposals. County Councillor Jason Zadrozny in his capacity as Leader of Ashfield District Council has also expressed his support for the proposals. The proposals are at the edge of Councillor Helen-

Ann Smith's division. Councillor Smith did not make any comments relating to the proposals during the consultation.

Reasons for Recommendations

21. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Crime and Disorder Implications

22. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

Financial Implications

23. The scheme is being funded through the 2018/19 Traffic Management Revenue budget for Mansfield with an estimated cost to implement the works and traffic order of £3,000.

Human Rights Implications

24. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty Implications

25. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
26. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

27. The proposals are intended to have a positive impact on all highway users.

Implications for Sustainability and the Environment

28. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Dalestorth Street, Hill Crescent, Redcliffe Street and Skegby Road, Sutton-in-Ashfield) (Prohibition Of Waiting) Traffic Regulation Order 2018 (4217) is made as advertised and the objectors informed accordingly, subject to the following amendment:
 - Reduce the length of 'No Waiting At Any Time' restrictions on Skegby Road to the south of Hill Crescent from 12 metres to 7 metres as shown on drawing H/JMR/2714/03.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118

Constitutional Comments [LM 31/10/2018]

37. The Communities and Place Committee is the appropriate body to consider the contents of the report'

Financial Comments [RWK 05/11/2018]

38. The financial implications are set out in paragraph 23 of the report.

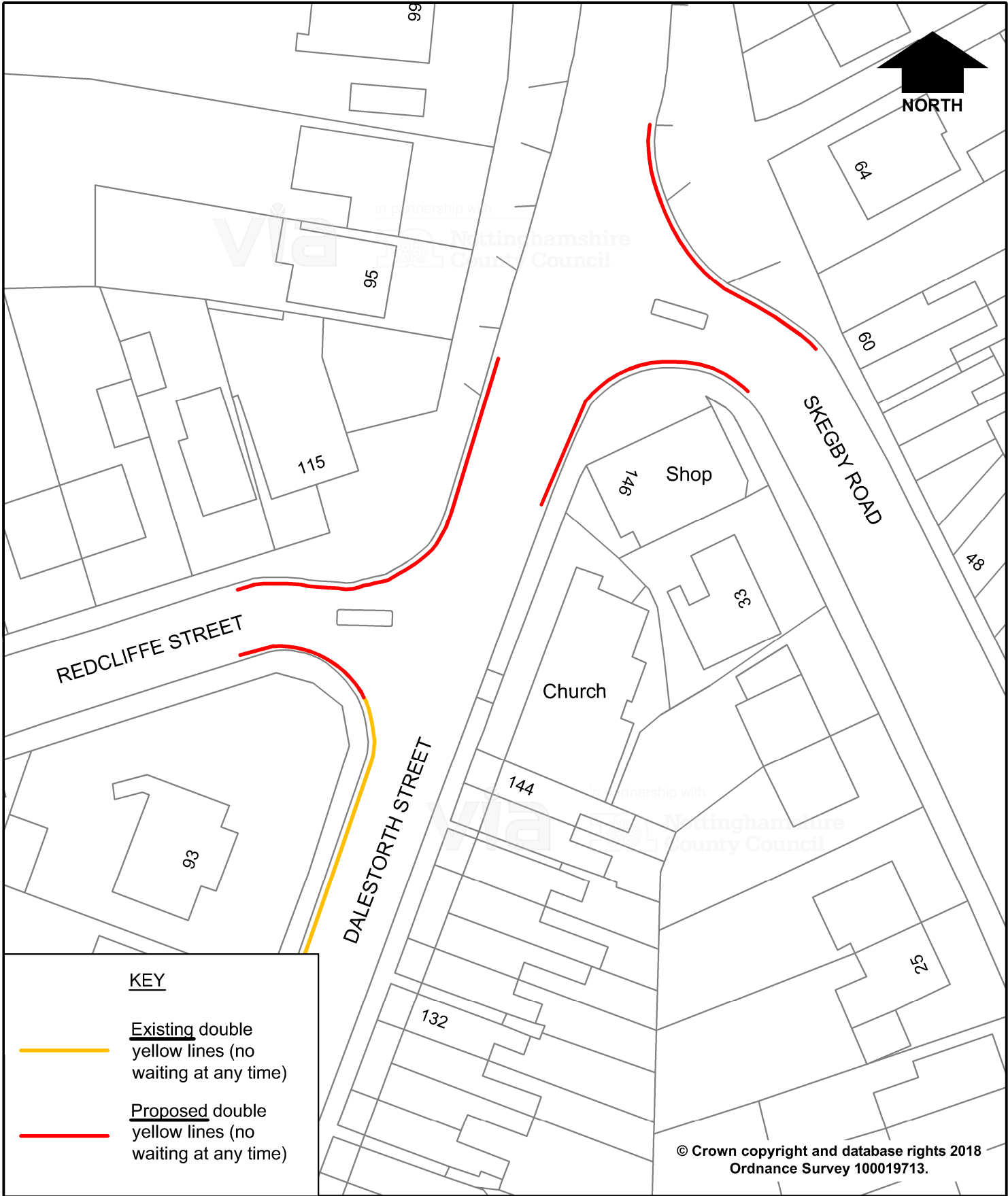
Background Papers

- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.
- Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.



Electoral Division(s) and Member(s) Affected

Sutton Central and East ED
Sutton North ED

Councillor Samantha Deakin
Councillor Helen-Ann Smith



KEY

-  Existing double yellow lines (no waiting at any time)
-  Proposed double yellow lines (no waiting at any time)



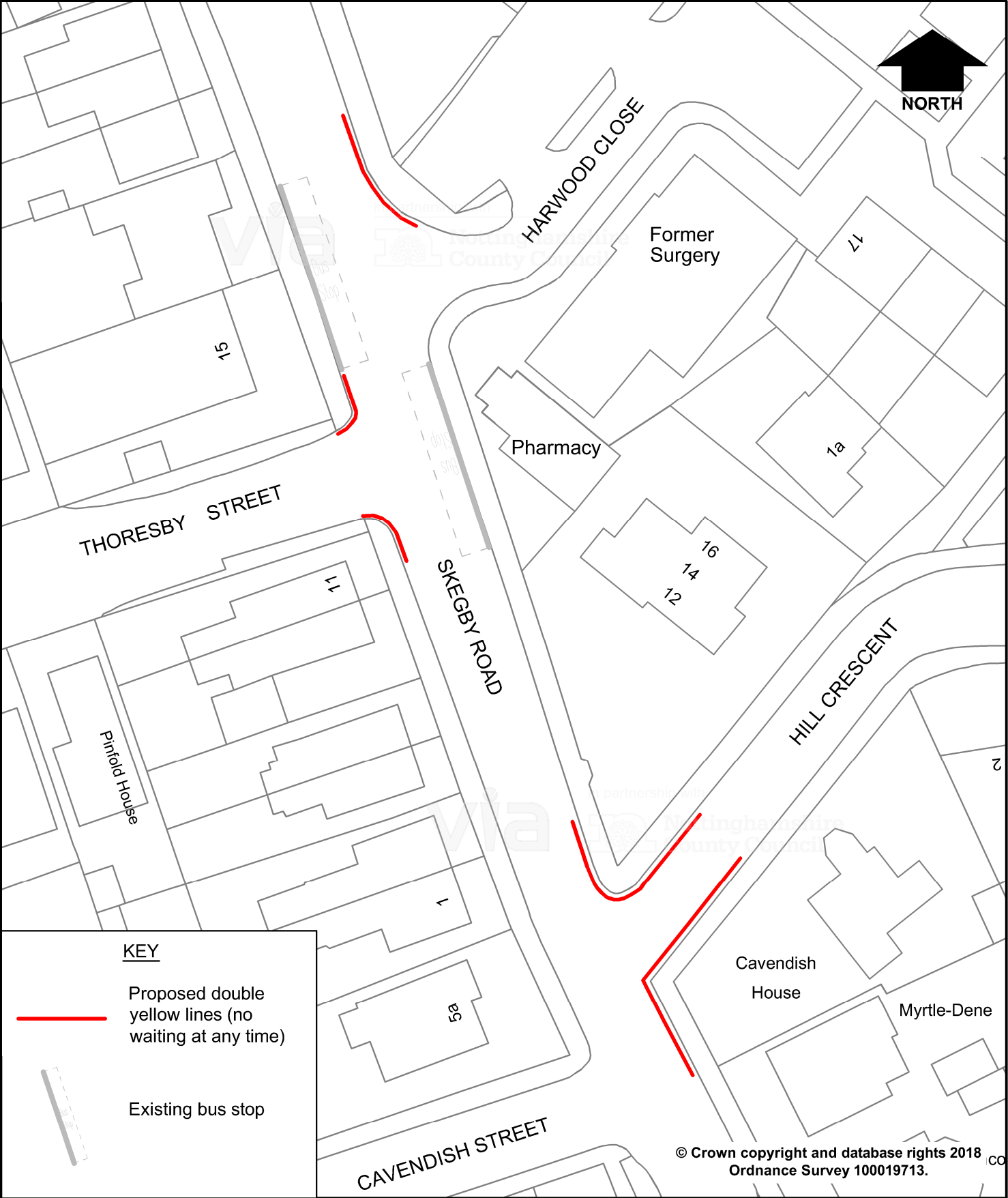
in partnership with



**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 8042100
Bilthorpe Depot, Bilthorpe Business Park,
Bilthorpe, Nottinghamshire NG22 8ST

Project Dalestorth Street and Redcliffe Street Sutton-in-Ashfield		Drawn	Date
		JMR	May '18
		Ch'kd	Date
		HN	May '18
Status	Project No.	Auth	Traced
Advert	HW 20398 TRO 4217		
Title			Scale
Proposed Double Yellow Lines Page 115 of 268			1:500
Drawing No.			Rev
H/JMR/2714/01			



KEY

Proposed double yellow lines (no waiting at any time)

Existing bus stop



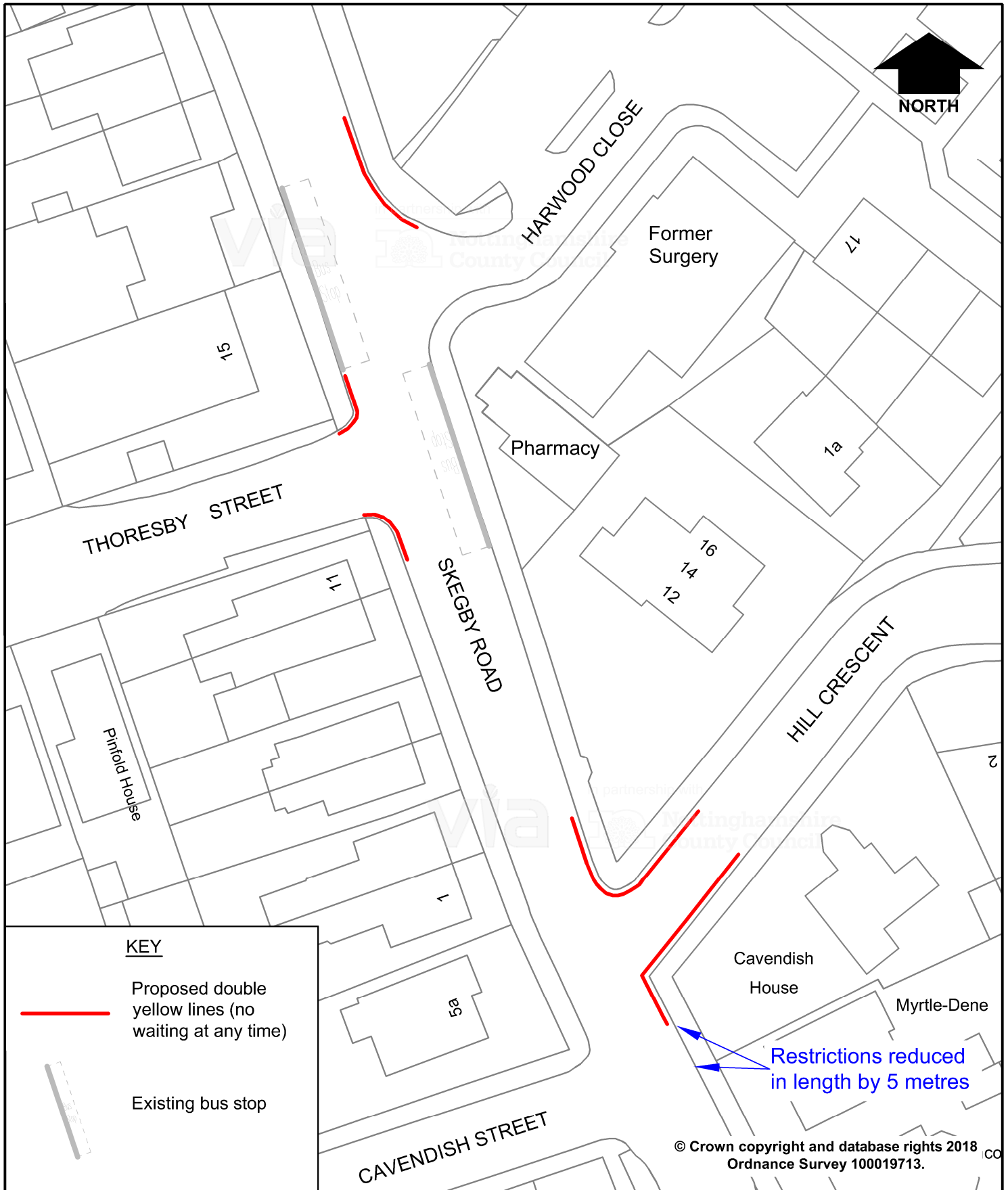
in partnership with



Nottinghamshire County Council

www.viaem.co.uk Tel 0115 8042100
Bilthorpe Depot, Bilthorpe Business Park,
Bilthorpe, Nottinghamshire NG22 8ST

Project Skegby Road and Hill Crescent Sutton-in-Ashfield		Drawn	Date
		JMR	May '18
		Ch'kd	Date
		HN	May '18
Status	Project No.	Auth	Traced
Advert	HW 20398 TRO 4217		
Title			Scale
Proposed Double Yellow Lines Page 117 of 268			1:500
Drawing No.			Rev
H/JMR/2714/02			



in partnership with



**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 8042100
Bilthorpe Depot, Bilthorpe Business Park,
Bilthorpe, Nottinghamshire NG22 8ST

Project			Drawn	Date
Skegby Road and Hill Crescent Sutton-in-Ashfield			JMR	Oct '18
			Chkd	Date
			HN	Oct '18
Status	Project No.		Auth	Traced
Committee	HW 20398	TRO 4217		
Title				Scale
Proposed Double Yellow Lines Page 119 of 268				1:500
				Rev
Drawing No.				A
H/JMR/2714/03				

6 December 2018**Agenda Item: 8****REPORT OF CORPORATE DIRECTOR, PLACE****TRENT LANE, EAST BRIDGFORD - PROPOSED EXPERIMENTAL PROHIBITION
OF DRIVING (TRO 8278)****Purpose of the Report**

1. To seek approval for the introduction of an Experimental Traffic Regulation (ETRO) on a section of Trent Lane from its junction with the A6097 Gunthorpe Bridge.

Information

2. East Bridgford Parish Council has raised concerns regarding the volume and speed of vehicles using Trent Lane in East Bridgford. Trent Lane is narrow road that is rural in nature providing access to a small number of businesses including a marina, mobile home park, sewage works and a number of agricultural fields. It is currently a link between the A6097 close to Gunthorpe Bridge and East Bridgford.
3. The Villager bus service operated by Trent Barton does not use Trent Lane, the service uses the Kirk Hill junction to gain access to and from East Bridgford via the A6097.
4. The route is popular with drivers seeking to avoid northwestbound queues on the A6097 and the Parish Council states that increasing numbers of drivers leave the A46 and cut through the village along Butt Lane, Main Street and Trent Lane to access the A6097 by turning right onto Gunthorpe Bridge. This route avoids the Kirk Hill / A6097 traffic signalled junction and the roundabouts at the A46T / A6097. It is also reported that this rat running traffic is contributing to a speeding problem and that the right turn from Trent Lane onto the A6097 is dangerous.
5. The accident record for the Trent Lane / A6097 junction shows that in the period 1/1/15 to 30/4/18 (the most recently available data) there has been one reported accident involving injuries classed as 'slight'. This involved a right-turn movement from Trent Lane onto the A6097, however it is not sufficient to justify restricting the junction on accident remedial grounds alone.
6. Traffic surveys show that westbound usage of Trent Lane from East Bridgford to the A6097 in the afternoon peak has nearly doubled since 2013. It is considered that the use of an experimental traffic order to alter traffic movements in this instance is appropriate as it enables the effects of the restriction to be evaluated prior to permanent any changes being made.
7. In response to concerns raised from the local Member and from East Bridgford Parish Council, a scheme was included in the approved 2018/19 highway programme (revenue traffic management) to make a section of Trent Lane (nearest to A6097 / Gunthorpe Bridge) one-

way in an easterly direction. The initial proposals would retain access for non-drivers and the proposal included a contra-flow cycle lane along the one-way section of Trent Lane. This would support cyclists to continue to use the route and link with the existing strategic cycle network route on A6097 Bye-Pass Road. The one-way proposal was designed to remove the time benefit to motorised through-traffic and so reduce vehicle numbers using the route. Informal preliminary consultation was carried out with several key stakeholders, who all stated that they had no objection to the idea in principle.

8. A preliminary design was produced, and this was submitted for Road Safety Audit (RSA), which identified several issues with the proposed contra-flow cycle lane. These issues could not feasibly be resolved through engineering measures, so alternative options were considered. On receipt of the preliminary design the Police also expressed concern regarding the likely levels of compliance with the proposed one-way restriction.

Proposed Road Closure Scheme

9. In response to the Road Safety Audit (RSA), further options were considered and this included the option to introduce a prohibition of driving on Trent Lane from its junction with A6097 Gunthorpe Bridge for a length of approximately 300m. This prohibition would prevent vehicle turning movements into or out of Trent Lane. The prohibition would affect the section of Trent Lane from the A6097 junction to a point just west of the access road to the sewage treatment plant. The majority of the lane would remain open to motorised traffic as is currently the case.
10. The revised scheme option includes a barrier at the Trent Lane / A6097 Gunthorpe Bridge junction, which would physically prevent the route being used as a cut-through for vehicles. A second barrier, a gate, would be installed at the eastern end of the restriction. Vehicular access would be maintained to agricultural land within the restricted section from this point for key-holders. A through-route for pedestrians, cyclists and equestrians onto Gunthorpe Bridge would be retained, with gaps in the barriers to facilitate this. Access for all motorised traffic onto and along Trent Lane to the eastern closure point, would be retained via East Bridgford village centre. Appropriate signing, designed in line with national guidance, would be implemented to inform drivers of the new highway arrangements.
11. This alternative proposal has been subject to a RSA, which has confirmed all issues raised in relation to the one-way scheme have been resolved by the proposals. Two minor issues noted can be resolved through small amendments to the sign design.
12. The implementation of a road closure on this section of Trent Lane would require a traffic order. The introduction of an Experimental Traffic Regulation Order (ETRO) rather than a permanent order provides the County Council with an opportunity to assess the impact of the closure and, if required, to make changes. It is not considered that the ETRO will impact bus services between villages in the area as they already use an alternative route.
13. The location of the road closure and road affected by the proposals is shown on the attached drawing H/SLW/2664/05 RevA.

Consultation

14. Informal consultation has been undertaken with key stakeholders consisting of the local County Councillor, Parish Council and the emergency services regarding the proposed road closure and introduction of an ETRO.
15. The proposed experimental order to introduce a prohibition of driving on Trent Lane at its junction with the A6097 is supported by County Councillor Purdue-Horan and East Bridgford Parish Council.
16. The police have also confirmed that they would not object to the closure. The ambulance and fire service have been contacted regarding the potential impact of a closure of Trent Lane on their services. The fire service stated that they did not envisage any detrimental effect on services as a result of the closure, whilst the ambulance service did not respond.
17. Businesses located on Trent Lane (a marina, mobile home park and sewage works) and owners of agricultural land accessed from the lane have been informed of the County Council's intention to introduce an ETRO to remove vehicular access from and to the A6097. In addition, they would be informed in advance of the actual works to introduce the prohibition of driving to enable them plan ahead and to raise any logistical issues regarding access. Appropriate information signs would also be erected at key points on the wider highway network in advance of any prohibition starting to advise the public of the start date.

Experimental Traffic Order Process

18. An ETRO allows the scheme to be implemented as a trial and forms part of the decision-making process. It enables decisions to be taken on the actual effects of the scheme; on traffic in East Bridgford, on businesses based on Trent Lane and on traffic using the wider highway network. The closure of Trent Lane is designed to reduce the number of vehicles cutting through the village along Butt Lane, Main Street and Trent Lane to access the A6097 by turning right onto Gunthorpe Bridge. The experimental closure will enable the effect on driver behaviours to be quantified; to identify whether through-traffic is removed from the village or relocated to other routes such as Kirk Hill. It will also provide an opportunity to identify any unforeseen consequences of the closure and to quantify these.
19. The experimental prohibition of driving on the western section of Trent Lane would be introduced for a period of up to 18 months. The first 12 months of this period would consist of an evaluation period. This process will enable Nottinghamshire County Council to gather data and people's views of the scheme. During the 12 month evaluation period further traffic data will be obtained to determine the effect of the changes on routes within the village and on the A6097.
20. The first six months of the Order constitutes the statutory period within which anyone may submit written objections to the scheme. Feedback is welcome from road users during the first six months and any objections received would be considered using the same process agreed for the introduction of permanent traffic regulation orders.
21. It is proposed that any objections to the scheme will be considered, along with the traffic data collected, at the end of the 12 month evaluation period. However the Order can be revoked or made permanent earlier if deemed necessary. It is currently intended that the Order will be

made permanent if considered appropriate after the evaluation period. The ETRO would remain in place, for up to a period of 18 months, until the relevant Committee has reached a decision. It is considered that the introduction of the ETRO represents a cost effective solution to assess the impact of the closure to address the concerns raised locally. Engineering measures implemented will be designed to be utilised if the restrictions are made permanent to minimise any abortive works.

Other Options Considered

22. Other options considered were to introduce a one-way order on Trent Lane or to leave the route unchanged. A Road Safety Audit (RSA) of the one-way order identified issues with the proposed contra-flow cycle lane and the police raised concerns about compliance with this. Leaving the route unchanged removes the opportunity to evaluate the effectiveness of the restrictions and identify if there are improvements to the reported traffic issues through data and feedback received as part of the experimental order.

Comments from Local Members

23. Councillor Purdue-Horan stated his support for the proposed prohibition of driving.

Reason/s for Recommendation/s

24. The proposed scheme is designed to reduce the volume of through-traffic using East Bridgford, without causing significant detriment to the efficient operation of the wider highway network or to businesses and residents of Trent Lane.

Statutory and Policy Implications

25. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the public-sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

26. Nottinghamshire Police support the prohibition of driving. No additional crime or disorder implications are envisaged.

Financial Implications

27. The scheme is being funded through the 2018/19 Traffic Management Revenue budget for Rushcliffe with an estimated cost to implement the works and traffic order of £12,000.

Human Rights Implications

28. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these

rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

29. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

30. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Implications for Sustainability and the Environment

31. Pedestrians, cyclists and equestrians are exempt from the proposed prohibition of driving. It is anticipated that reduced motorised traffic levels will make Trent Lane a more attractive and safer route for these users.

RECOMMENDATION/S

It is **recommended** that:

- 1) An Experimental Traffic Regulation (ETRO) be introduced on a section of Trent Lane from its junction with the A6097 Gunthorpe Bridge.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118 / Helen North (Improvements Manager), Tel: 0115 9772087

Constitutional Comments [SJE 22/11/2018]

32. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments [RK 05/11/2018]

33. The financial implications are set out in paragraph 27 of the report.

Background Papers and Published Documents

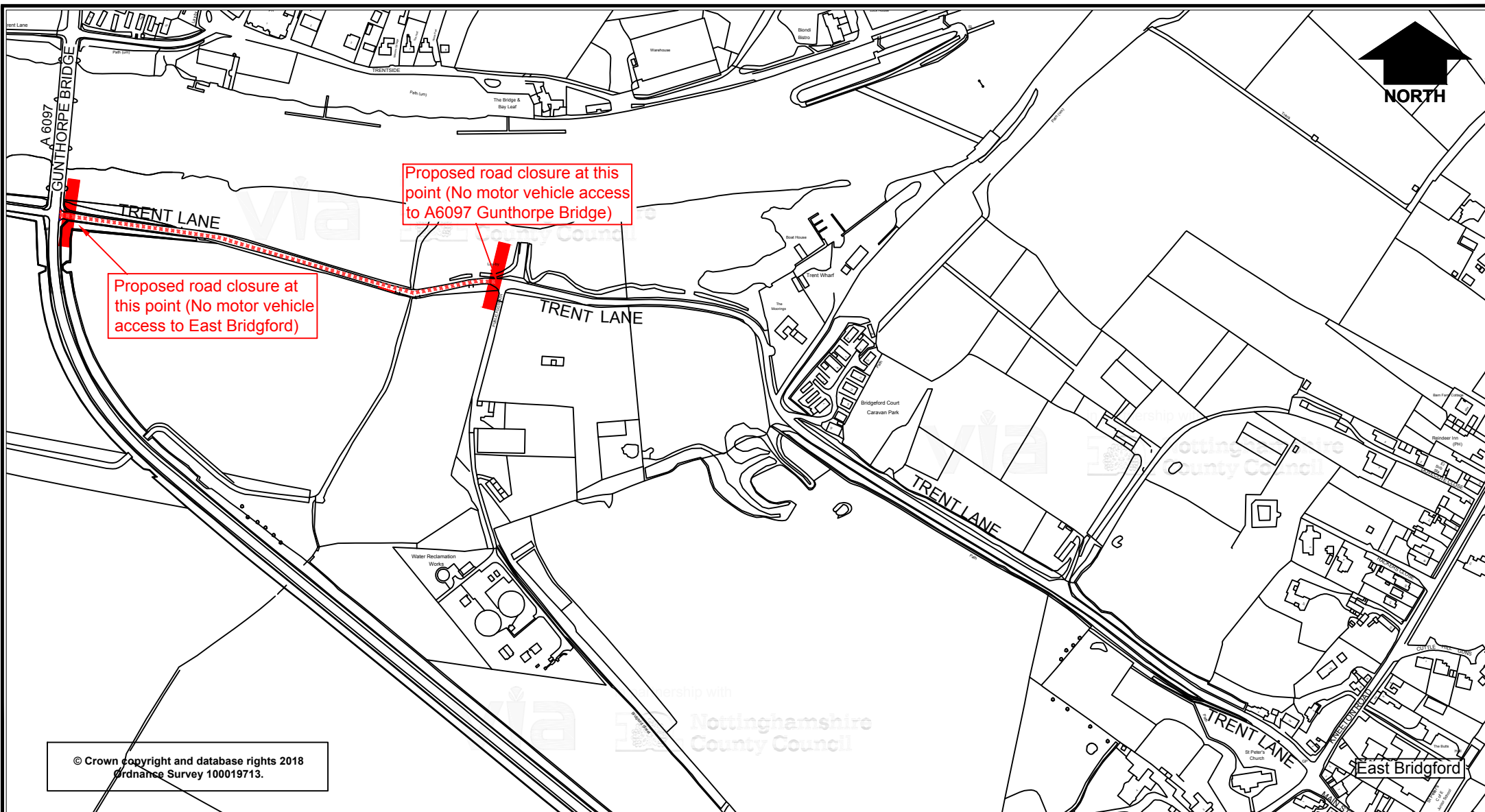
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Electoral Division(s) and Member(s) Affected

Bingham East ED

Councillor Francis Purdue-Horan



XXXXXXXXXX Proposed Prohibition of Driving -
No motor vehicle access to or from
A6097 Gunthorpe Bridge

Rev	Description	Drawn	Chkd	Auth	Date
		SLW			Sept '18
		HRN			Sept '18
		MB			Traced
		Rev			Scale
		A			1:500



in partnership with



**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 8042100

Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire NG22 8ST

Project

Trent Lane, East Bridgford

Status

Page 127 of 268

Project No.

HW 10370

Title

Proposed Road Closure - Report plan

Drawing No.

H/SLW/2664/05

6 December 2018**Agenda Item:9****REPORT OF THE CORPORATE DIRECTOR, PLACE****PROPOSED PROTECTIVE FEATURES IN WEST BRIDGFORD****Purpose of the Report**

1. To seek approval to undertake the design, procurement and installation of protective features around key sporting venues in West Bridgford. It is proposed that these works will take place in 2019 in advance of the Cricket World Cup matches being held at Trent Bridge Cricket Ground.

Information

2. Trent Bridge Cricket Ground is an internationally famous and iconic sporting venue, holding international cricket matches with up to 17,000 spectators several times a year. The City Ground, home of Nottingham Forest Football Club, also has a high profile and attracts crowds of 20-30,000 during the football season.
3. Events at both venues generate significant pedestrian traffic and - at times - congestion, on pavements in the surrounding area.
4. Recent tragic events in the UK and internationally have shown that crowded, iconic, public places where people gather for leisure activities have become a target for terrorists using the 'vehicle as a weapon' attack methodology. Examples include the Westminster, London Bridge and Finsbury Park attacks in 2017, and attacks in Nice in 2016 and Toronto in 2018. People on crowded pavements are also at risk from non-intentional collisions with vehicles.
5. It is intended that the proposed measures will serve the same purpose as the temporary barriers installed around Trent Bridge in June 2018.
6. The proposed measures and the temporary barriers which preceded them are the result of the County Council working jointly with a number of other organisations including the Police, the Cricket Club and Nottingham Forest Football Club.
7. Responsibility for safety within the curtilage of a sports ground lies with the ground management. Trent Bridge Cricket Ground and Nottingham Forest Football Club are putting in place a range of measures to mitigate the risk of terrorist attacks at their grounds, working closely with their respective Safety Advisory Groups. The Sports Grounds Safety Authority notes that routes and areas outside the ground do not normally fall within the responsibility of

ground management, and a coordinated approach should be taken with input from all agencies which do have responsibility for those areas.

8. A working group led by Nottinghamshire County Council and including members from Via EM, Nottinghamshire Police, key landowners and the sports grounds has developed the scheme proposed in this report. Once installed the proposed measures and the measures implemented by the grounds themselves will provide a significant deterrent to - and protection from - vehicle borne terrorist attacks on two of Nottinghamshire's most iconic places.
9. The specification chosen for the proposed measures follows advice provided by counter terrorism experts and the police.
10. Where ever possible permanent measures have been proposed however, in some locations temporary measures such as gates or raise/lower bollards will be necessary. The proposed temporary measures provide the same level of protection and will allow for unimpeded vehicular traffic when not in use.
11. All of the organisations participating in the working group support the proposals and Trent Bridge Cricket Ground and Nottingham Forest Football Club are fully funding the package of measures required within their own footprints.
12. The proposed measures will be managed by staff employed by Trent Bridge Cricket Ground and Nottingham Forest Football Club to ensure access for legitimate road users such as the Emergency Services, service vehicles and deliveries is maintained.
13. All staff employed by Trent Bridge Cricket Ground and Nottingham Forest Football Club responsible for deploying, maintaining or managing the temporary measures will receive appropriate training to ensure it is done correctly..
14. A communication strategy is being developed which will inform the various stakeholder organisations, businesses and occupants effected about the delivery of the proposed scheme.
15. The environment in which the proposed measures will be installed is complex (for example there are many underground services and businesses requiring deliveries) therefore the scheme has been designed, planned and phased to take into account these challenges while causing minimal inconvenience to the public and business community.

Other Options Considered

16. The installation of the proposed measures is not a statutory requirement. However, many other iconic venues around the country are installing similar measures. Unprotected locations are therefore more at risk.

Reason/s for Recommendation/s

17. The Scheme seeks to significantly improve the safety and security of pedestrians on the pathways by restricting access to vehicles through installation of security-rated bollards and other measures.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

19. The proposed measures will act as a deterrent to 'vehicle as a weapon' attacks by potential terrorists and - if such an attack were to take place – are intended to reduce the resulting injuries and deaths caused by such a vehicle striking pedestrians.

Financial Implications

20. The estimated cost of the design, procurement and installation of the proposed measures is £850,000, it is proposed that this will be accommodated by making an application for funding from the County Council's capital programme.

Implications for Service Users

21. Service users will encounter a number of bollards and protective features in the footway however, these installations will not hamper pedestrian's ability to use the highway. In addition the locations of these installations will be designed to prevent them impeding prams, wheelchair users and mobility carriage users.

RECOMMENDATION/S

- 1) It is recommended that Committee grants approval for the design, procurement and installation of the proposed measures described in this report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Martin Carnaffin, Contract Manager, Tel: 0115 97 74229

Constitutional Comments [SJE 02/11/2018]

22. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management and road safety measures), community safety and emergency planning (including in relation to the safety of sports grounds) has been delegated.

Financial Comments [GB 06/11/2018]

23. The financial comments are set out in the report

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None.

Electoral Division(s) and Member(s) Affected

- The Electoral Division affected is West Bridgford North, the Member for this Division is Liz Plant.

REPORT OF CORPORATE DIRECTOR, PLACE**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council.
- A. Petition requesting the removal of a tree on Nottingham Road, Eastwood (Ref: 2016/0309)**
2. A 41 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Tony Harper on behalf of residents of Eastwood requesting the removal of a tree on Nottingham Road, Eastwood.
3. The concerns of local residents are noted. It is not the County Council's policy to remove a healthy tree without a specific reason to do so but a Forestry Officer will inspect the tree to establish whether there is any maintenance required.
4. It is recommended that the lead petitioner be informed accordingly.
- B. Petition requesting street lighting improvements on Leeks Close, Southwell (Ref: 2016/0310)**
5. A 105 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Roger Jackson on behalf of residents of Southwell requesting that improvements are made to the existing lighting on Leeks Close, Southwell.
6. Following a site assessment, an order has been raised to change the lantern on the existing column to a 360 degree output.
7. It is recommended that the lead petitioner be informed accordingly.
- C. Petition requesting footway resurfacing of Riverside Road, Fairway, Peebles and Hawton Road, Newark (Ref: 2016/0311)**
8. A 158 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Keith Girling on behalf of residents of Newark requesting that the footways on Riverside Road, Fairway, Peebles and Hawton Road in Newark are resurfaced.
9. Our main priority at all times is for the safety and serviceability of the highway network, including footways, cycle ways and all other associated assets. For this reason, we carry out highway safety inspections at varying frequencies (monthly, quarterly, six-monthly, and

annually) dependent upon the hierarchy of the footway in question. We have a series of 'investigatory levels' for defects on footways and these are assessed, and where necessary considered for improvements, either as part of this inspection regime or as a result of individual enquiries from members of the public, local members, etc..

10. As part of the highway inspection regime, the inspectors also highlight those sites which they believe are in a condition which requires further consideration for resurfacing. These sites are collated and subsequently assessed at a more detailed level to determine the scale and cost estimate of carrying out appropriate works. We use these recommendations, along with a review of the level of reactive maintenance which has been carried out on these footways in order to identify those which need to be targeted to help save money in the longer term.
11. Numerous footway sites in the Newark & Sherwood district are included on the Council's 'candidate list' which contains the footways across the whole county that are potentially suitable for consideration in the annual capital maintenance programme, or any additional maintenance programmes where extra funding is made available, either from the Department for Transport or local sources, such as the County Council itself. All sites are assessed against one another based upon a pro-rata funding allocation connected to both network length and condition / hierarchy to ensure an objective and fair allocation for each area.
12. As a result of a broad assessment of the sites in question, they will now be placed on the 'candidate list' for inclusion in future footway maintenance programmes. There is no date for delivery as yet, but this enables us to monitor them more closely and they will also be included in detailed inspections, due to take place during October 2018.
13. It is recommended that the lead petitioner be informed accordingly.

D. Petition regarding concerns about HGV traffic on Boundary Road, Newark (Ref: 2016/0312)

14. An 88 signature petition was submitted to the 20 September 2018 meeting of the County Council by Councillor Keith Girling on behalf of residents requesting that a lorry ban (environmental weight limit) is introduced on Boundary Road, Newark.
15. The road in question is residential but also acts as a through route linking Bowbridge Road and Farndon Road. Two churches and Newark Hospital are located on the road and a school is situated nearby.
16. Several issues have had to be taken into account when assessing this request, particularly:
 - The presence of an existing weight limit on the nearby C3 Grange Lane and C100 Newark Road means that, if a restriction were to be put in place, lorry traffic would simply be diverted to other residential roads
 - The ongoing significant roadworks and diversions associated with the Severn Trent works in Newark are likely to have worsened conditions in the short term, but the completion of this work should lead to a reduction in traffic, including HGVs, on Boundary Road
 - It is anticipated that the Newark Southern Link Road will reduce lorry traffic on Boundary Road, thus negating the need for a lorry ban.
17. Given the above it is considered appropriate to await until completion of both the Severn Trent works and the Newark Southern Link Road before it can be determined whether an

environmental weight limit should be prioritised for delivery. The level of HGVs travelling on Boundary Road will, however, be monitored during this time.

18. It is recommended that the lead petitioner be informed accordingly.

E. Petition requesting footway repairs in Hucknall (Ref: 2016/0313)

19. A 130 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Phil Rostance on behalf of residents of Hucknall requesting footway repairs on a number of roads in Hucknall.

20. The following streets listed in the petition are not currently on the 'candidate list' for resurfacing, which contains the footways across the whole county that are potentially suitable for consideration in the annual capital maintenance programme:

- Cherry Avenue
- Farleys Lane
- Papplewick Lane (Ashfield section – the section in Gedling Borough from the boundary to Moor Road is on the list)
- Shortwood Avenue
- Windmill Grove
- Woodstock Street.

21. This does not necessarily mean that works are not required on these streets but that there are currently other streets ahead of them in terms of priority/condition, and the annual budgets available unfortunately do not allow for all to be included in the annual programme of footway maintenance schemes.

22. The condition of these sites will, however, continue to be monitored as part of the appropriate footway maintenance inspection routine and considered for inclusion in a future year's maintenance programme should the highway inspector recommend any of the sites for maintenance.

23. The following streets listed in the petition are currently included on the 'candidate list' for resurfacing or significant patching, although their delivery dates are yet to be determined:

- Beardall Street
- Watnall Road
- Whyburn Lane (potentially to be delivered during 2020/21)
- Wood Lane (section from Windermere Road to Sandy Lane was considered for 2019/20 but now more likely to be delivered in 2020/21)

24. It is recommended that the lead petitioner be informed accordingly.

F. Petition requesting a residents parking scheme on Larkspur Avenue, Arnold (Ref: 2016/0314)

25. A 37 signature petition was submitted to the 20 September 2018 meeting of the County Council by Councillor Pauline Allan on behalf of residents. The petition requests that a residents' parking scheme is introduced on Larkspur Avenue, Arnold due to the presence of intrusive non-resident parking on the road and concerns about emergency service vehicle access.

26. The road in question is residential, located to the west of the A60 Mansfield Road.
27. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking. Although all properties on Larkspur Road have off-street parking available, it is noted that most of these take the form of garages located in blocks away from the properties; these garages are too small to accommodate most modern vehicles and so it is considered that residents are likely to rely on on-street parking spaces being available.
28. As a result, a parking survey will be undertaken to determine whether a residents' parking scheme should be considered a priority for possible inclusion in a future year's integrated transport programme.
29. It is recommended that the lead petitioner be informed accordingly.

G. Petition requesting tarmac on the highway verge outside Weaverthorpe Primary School Centre, Arnold (Ref: 2016/0315)

30. A 40 signature petition was presented to the 20 September 2018 meeting of the County Council by Councillor Muriel Weisz on behalf of the Weaverthorpe pre-school on Derwent Crescent, Arnold. It requested the grassed verges adjacent to the pre-school be tarmacked to widen the footway. Parents and children queue outside the entrance before the pre-school opens, resulting in pedestrians walking over and/or standing on the verges on either side of the tarmac access which in their view is a slip and trip hazard.
31. Highway verges serve the purpose of providing natural drainage so that surface water run-off does not cause flooding issues and also for utilities to install and maintain apparatus without having to disrupt footways or carriageways. Subsequently, requests are generally refused to replace verges with hard standing on these grounds, but also the construction costs would be significant and difficult to justify.
32. In this case, the pre-school appears to be lower than the highway, so surface water run-off from the highway into their land would likely be increased by any removal of the verge. The verge area is also apparent, so parents are choosing to walk over this area with their children as opposed to waiting on the adjacent footway which is roughly 1.7 metres wide along most of its length, although it features a pedestrian guardrail along the kerb line at the entrance as a safety feature. There is also a footway on the opposite side of the road with an uncontrolled dropped kerb crossing point linking to it.
33. With regard to safety, Derwent Crescent is a group of cul-de-sacs which carry limited traffic at low speed within an advisory 20mph speed limit. An inspection was carried out on 17 May 2018 to look specifically at the condition of the verges and no defects meeting intervention levels were found. There is a slight upstand between the rear of the verge and the access path to the entrance which is likely to be due to the gradient of the land, but this is not deemed a hazard. The directly adjacent Ernehale Junior School has two accesses of a near identical design and no similar problems have been reported there.
34. It is proposed that the condition of the verges be monitored as part of the standard inspection and maintenance regimes and if actionable defects are found in the future, then these will be rectified as necessary.
35. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

36. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that:

- 1) the proposed actions be approved, and the lead petitioners be informed accordingly;
- 2) the outcome of Committee's consideration be reported to Full Council.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Sean Parks, Local Transport Plan Manager, Tel: 0115 9774251

Constitutional Comments [SJE 02/11/2018]

37. This decision falls within the Terms of Reference of the Communities and Place Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

Financial Comments [RWK 05/11/2018]

38. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- **Eastwood** - Councillor Tony Harper
- **Southwell** - Councillor Roger Jackson
- **Newark West** - Councillor Keith Girling
- **Hucknall South** - Councillor Phil Rostance
- **Arnold North** - Councillor Pauline Allan
- **Arnold South** – Councillor Muriel Weisz

6 December 2018**Agenda Item:11****REPORT OF THE CORPORATE DIRECTOR, PLACE****NOTTINGHAMSHIRE COUNTY COUNCIL RESPONSE TO THE HS2 PHASE 2B-
BIRMINGHAM TO LEEDS DRAFT ENVIRONMENTAL STATEMENT AND DRAFT
EQUALITY IMPACT ASSESSMENT.****Purpose of the Report**

1. To seek Committee approval of detailed technical comments on the HS2 phase 2b Birmingham to Leeds draft Environmental Statement and draft Equality Impact Assessment that specifically relates to Nottinghamshire to be submitted to HS2 Ltd by the 21st December.

Information

2. High Speed Two (HS2) is a new high speed railway being developed by the Government to connect, and reduce journey times between eight of Britain's ten largest cities. The project is also seen as a catalyst for significant economic growth and to bridge the 'north – south' divide.
3. The route is being designed, built and operated by HS2 Ltd, an executive non-departmental public body sponsored by the Department for Transport.
4. HS2 is split into a number of phases and construction on Phase One between London and Birmingham is scheduled to start in early 2019. Rail services along this phase of the route are expected to commence in 2026.
5. Phase Two of HS2 is being taken forward in two stages, referred to as Phase 2a and Phase 2b.
6. Phase 2a runs between Birmingham and Crewe and Phase 2b, is split between the route from Crewe to Manchester (referred to as the 'western leg'), and from Birmingham to Leeds via the East Midlands and South Yorkshire (referred to as 'the eastern leg'). Construction of the Phase 2 routes are expected to start in 2023, with rail services planned to start in 2033.
7. The 'eastern leg' of the proposed HS2 route between Birmingham and Leeds will run along the western side of Nottinghamshire for approximately 20 miles. The line will enter the county close to East Midlands Parkway Station near Ratcliffe on Soar in the south (Rushcliffe Borough Council), before crossing the River Trent into Long Eaton. The line will then stop at the new Toton railway station before closely following the line of the M1, past Trowell Services and onto Junction 26. (Broxtowe District Council) The line continues along the route of the M1, past Junction 27 and to the east of the East Midlands Designer Outlet close to Junction 28 (Ashfield District Council) before crossing into Derbyshire near Huthwaite.

8. A number of public consultation exercises have been undertaken by HS2 Ltd previously including consultation on 'the phase two route, stations and depots' in 2013 and consultation on 'the route refinement' document in 2016. Reports on these two consultations were taken to Committee in January 2014 and March 2017 respectively, although the latter included no actual alterations within Nottinghamshire.
9. The purpose of this consultation is to seek technical comments on the design of the scheme prepared by HS2 Ltd rather than the principle of the HS2 scheme or the alignment of the route. Specific sections included in the documents include ecology and biodiversity, health, historic environment, landscape and visual, sound, noise and vibration, traffic and transport and water resources and flood risk.

Planning Process Involved in Developing Phase 2b

10. A Hybrid Bill to seek powers for the construction and operation of phase 2b is expected to be introduced to Parliament in 2020.
11. The Hybrid Bill is legislation promoted by Government in Parliament to secure powers to construct and operate major infrastructure projects of national importance. Use of primary legislation rather than promoting a development consent order under the Planning Act 2008 allows the Government to seek the full range of statutory powers and authorisations that a project of this size and complexity requires.
12. Hybrid Bills have been most recently used for Phase One of HS2 as well as other railway schemes, such as the Channel Tunnel Rail Link Act 1996 (known as HS1) and the Crossrail Act 2008.
13. A hybrid Bill is draft legislation that affects public and private interests, and the procedures followed in Parliament in considering such a Bill incorporate aspects of both public and private Bill procedures before it can be enacted.
14. The Hybrid Bill grants what is termed as 'deemed' planning permission, similar to an outline planning consent, for development authorised by the Bill. For development that is not part of the scheduled works, planning permission is deemed to be granted only where it is:
 - a. Not likely to have significant effects on the environment;
 - b. Exempt development under the Environmental Impact Assessment Regulations;
 - c. or covered by the HS2 Environmental Statement.
15. Following the introduction of a hybrid Bill to Parliament the actual timetable for the hybrid Bill to secure Royal Assent is controlled by Parliament.
16. As part of the detailed work on the Phase 2b Bill, an Environmental Statement will be prepared and submitted.

Consultation on the draft Environmental Statement and the draft Environmental Impact Assessment

17. As part of the detailed planning and design work being undertaken by HS2 Ltd, a working draft Environmental Statement and working draft Equality Impact Assessment has been prepared and is being consulted on between 11 October and 21 December 2018.
18. The working draft Environmental Statement (ES) sets out the likely significant environmental effects of building and operating the railway; and the measures proposed to avoid, reduce, mitigate and monitor these effects.
19. The working draft Equality Impact Assessment (EIA) Report considers the potential effects of constructing and operating the route on groups with protected characteristics. These groups are defined by the Equality Act 2010 as: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex, and sexual orientation.
20. Feedback from the consultation will be taken into consideration by HS2 Ltd as they further develop the proposals and finalise the ES and EIA.

Summary of the Proposed Key County Council Comments

21. A summary of the key issues is set out below and is split between specific comments on the Toton Hub station and route wide comments.
22. Appendix A sets out the County Councils detailed consultation response to the Environmental Statement and Appendix B sets out the County Council response to the Equality Impact Assessment.

23. Toton Hub Comments:

- a. Lack of detail relating to the design of suitable highway access points to and from the hub, particularly from the A52. Detailed design work is also required for the internal road layouts to allow buses and taxis to easily serve the site, along with efficient access to car parks.
- b. Lack of detail regarding the links between the station development and other forms of transport modes, including public transport links (bus, NET), cycling and walking, taxi and other vehicular modes. These details are critical to providing accessibility, both across the station complex and connectivity to surrounding communities to maximise the opportunities presented by the station development
- c. Concern that the proposed extent of surface car parking presents an inefficient use of land which could be better arranged as part of the wider development of the area.
- d. Limited detail currently provided relating to the potential impacts of displaced traffic from the hub development on the wider area. I.e. parking on street.

24. Route Wide Issues:

Community:

- a. Community engagement should be undertaken in areas impacted by demolition to help build community cohesion and to ensure neighbourhood quality and character is not impacted.

Ecology and biodiversity:

- a. Survey and assessment work is still ongoing, as a result baseline information is limited and incomplete at this stage.
- b. The scheme is being designed to seek to achieve no net loss in biodiversity at a route wide level, however the amount of habitat creation is not quantified. Further detail will be

required to fulfil the objective. Reference should be made to the Nottinghamshire Biodiversity Opportunity Mapping.

- c. Wherever possible, built infrastructure, particularly the Toton hub should be designed to incorporate green (or brown) roof to help mitigate habitat loss.

Health:

- a. Construction should not impact on access to health and social care, particularly for elderly who may receive social care at home.
- b. Access to existing outdoor space during construction should be maintained for walking, cycling, sport and riding.

Historic environment:

- a. The environmental baseline is missing reference to some historic designations along the route of HS2.
- b. Designated assets within the noise and visual influence of HS2 should be mitigated. Noise barriers can be visually intrusive and so alternative schemes to enhance the heritage assets affected should be considered on a case by case basis.
- c. Route of HS2 crosses areas of nationally important archaeology. In such cases a full archaeological excavation should be undertaken.
- d. Detailed archaeological field evaluations will be required along the route for construction and compounds and associated infrastructure.
- e. Intrusive archaeological investigations are not planned at this stage (contrary to the requirements of the National Planning Policy Framework [NPPF]). As a result mitigation proposals could be inadequate for the importance and or complexity of archaeology present.

Landscape and visual assessment:

- a. The definitions of level of visual significance require revision
- b. The viewpoint schedules for the construction and operational phases do not tie together.
- c. The landscape and visual impact on the townscapes adjacent to the proposed scheme has not been sufficiently considered
- d. Sufficient offsite mitigation should be included to mitigate the significant landscape impacts identified in the Landscape and Visual Assessment.
- e. The Northern Forest and National Forest are the only landscape scale initiatives mentioned, however there are other landscape scale initiatives such as RSPB Futurescapes projects, and the Wildlife Trusts' Living Landscapes Initiative.

Sound, Noise & vibration:

- a. Potential significant airborne noise and vibration impacts during both the construction phase and the operational phase.
- b. Monitor impacts from additional construction traffic on road network and nearest residential and non- residential sensitive receptors.

Traffic and transport

- a. Lack of modelled data on predicted traffic impacts limits the ability to review local impacts.
- b. Further detailed design work is required to ensure that proposed new highway infrastructure related to HS2 meets the design standards of the Highway Authority and does not impact on the wider existing highway network.
- c. A coordinated approach between HS2 Ltd and relevant Highway Authorities will be required where affected highways cross county boundaries.
- d. Monitoring regime to assess impacts of the development arising from the operation of HS2 on the highway network not adequately covered.

- e. An outline travel plan has yet to be developed. The development would ensure all appropriate potential measures to address impacts on the highway are included.
- f. No operational monitoring in relation to air quality is currently proposed, however air quality impacts may arise as a result of additional trips on the existing highway network.
- g. A full quantitative assessment has yet to be undertaken to justify the stated gains from a modal switch from conventional rail and car to HS2

Water resources and flood risk:

- a. Historic flooding records should be considered to ensure there will be no increases to the flood risk in the area.
- b. Utilise Sustainable Urban Drainage as a primary means of surface water management and ensure designs are in accordance with best practice.
- c. Where crossing ordinary watercourses, details of current channel capacity and post construction channel capacity should be provided.
- d. The mapping used to identify the location of ordinary watercourses is not a complete record of all watercourses. Additional survey work may be needed.
- e. The flood map only includes watercourses with catchments greater than 3 Km². There may be a need to undertake further hydraulic modelling where there are known risks at crossing points.

Countryside access:

- a. Alternative routes must be open and available before the temporary or permanent closure of a public right of way or other form of access. Diversions should also be kept to a minimum.
- b. There is a general lack of detail on the plans regarding affected paths. Further discussion and detail is required for those paths affected by changes to the road network around the construction works.
- c. The plans provided as part of the consultation do not show all definitive public rights of way, permissive paths and other land used for public access. The alignment of some Public Rights of Ways (PROWs) shown on the plans are incorrect.
- d. The County Council will be looking for PROW network improvements as part of the HS2 scheme. For example, physical path improvements such as surfacing or the creation of new routes improving the connectivity of the PROW network.

Equality Impact Assessment:

- 25. The route of HS2 will run through Nottinghamshire and so will impact on all the communities along the route and not only those with protected characteristics.

Next Steps

- 26. If approved the detailed technical comments will be submitted as part of the consultation process. The County Council will, where appropriate continue to be involved as HS2 Ltd further develop the route of HS2 through Nottinghamshire.

Other Options Considered

- 27. Not to respond to the consultation. This option has been considered, however it is considered important that the County Council responds so it has an active role in shaping how HS2 is delivered in Nottinghamshire. As stated earlier in the report the findings of this consultation are intended to impact on the design HS2 use and propose in the Hybrid Bill.

Reason/s for Recommendation/s

28. To agree the Council's response to the HS2 working draft ES and EIA

Statutory and Policy Implications

29. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

30. There are no direct financial implications arising from the contents of this report.

RECOMMENDATION/S

It is recommended that the Committee approves:

- a) The detailed comments prepared by officers in response to the working draft Environmental Statement and working draft Equality Impact Assessment;
- b) Authority to be given to the Corporate Director in consultation with the Chairman to make any final changes required prior to submission.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Steven Osborne-James, Principal Planning Policy Officer, Tel: 0115 9772109

Constitutional Comments [SJG 08/11/2018]

31. The recommendation falls within the remit of Communities and Place Committee

Financial Comments [RWK 06/11/2018]

32. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

- The consultation documents can be found on the Government website at: <https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-environmental-statement>

Electoral Division(s) and Member(s) Affected

- Leake & Ruddington - Cllr Reg Adair, Cllr Andrew Brown

- Toton, Chilwell & Attenborough – Cllr Richard Jackson, Cllr Eric Kerry
- Stapleford & Broxtowe Central - Cllr John Doddy, Cllr John Longton
- Nuthall & Kimberly - Cllr Philip Owen
- Greasley & Brinsley - Cllr John Handley
- Hucknall West - Cllr Kevin Rostance
- Selston – Cllr David Martin
- Kirkby in Ashfield South - Cllr Rachel Madden
- Ashfields - Cllr Jason Zadrozny
- Sutton West - Cllr Tom Hollis
- Sutton North – Cllr Helen-Ann Smith

County Council comments on the draft Environmental Statement

Non-technical summary

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
NTS (5.2 & 9.6)	<p>Survey and assessment work is ongoing and baseline information is limited and incomplete at this stage.</p> <p>The assessment for the working draft ES is provisional and has been undertaken based on a precautionary approach.</p>	That the finalised ES is based on comprehensive and up-to-date ecological survey work		<p>Overall, the ecological information provided is very high level. It appears that much of it is incomplete, or extrapolated. It is not clear to what degree the route has been subject to ecological survey, or to what extent it will be.</p> <p>As a result, impacts are assessed on a worse-case scenario, and come out as being significant at the district, county, regional and national levels, even when mitigation is taken into account.</p> <p>In the absence of the detailed results of habitat and species surveys, it is impossible at this stage to say whether the mitigation, as proposed, is appropriate.</p>
NTS (7.6)	<p>The scheme is being designed to seek to achieve no net loss in biodiversity at a route wide level.</p> <p>Habitat creation is required to fulfil the objective of no net loss in biodiversity insofar as reasonably practicable in the local area</p>	Delivery of net gain	Opportunity to deliver significant ecological benefits, rather than providing bare level of mitigation as implied by a target of no net loss.	<p>No net loss is unambitious; the scheme should be seeking to deliver net gain, in line with the NPPF (i.e. para. 170d)</p> <p>All efforts should be made to mitigate locally against impacts. Net gains can be delivered at a route-wide level.</p>
Landscape and visual assessment				
Section 8 Summary of environmental effects by	The amount of habitat to be created is not quantified within any of the documents. The NTS would be a useful place to summarise this information (this	Quantify the amount of habitat to be created as part of the Proposed Scheme, in section 8	The amounts of habitat to be created could be added to the section 8 of the NTS	This would show the balance between the permanent habitat loss which is detailed in the ecology and biodiversity sections of section 8, and the habitat created as part of the Proposed Scheme.

community area	is included for the Northern Forest and National Forest only)			This will not necessarily be a 'like for like' replacement in order to mitigate the environmental impacts of the Proposed Scheme, and the rationale for the amount of habitat creation proposed should be included in the ES
Section 8 Summary of environmental effects by community area	The viewpoints mentioned are representative viewpoints, and are not the only viewpoints possible.	Rephrase the description in section 8 of NTS to make it clear that the viewpoints are representative viewpoints	To improve the clarity of section 8 of the NTS	Suggest certain paragraphs are rephrased in the NTS which say for example: - <i>'Construction activities would be visible from 10 viewpoints within the area'</i> to say <i>'10 representative viewpoints have been chosen to indicate where there would be views of the Proposed Scheme, these views have been described in detail in the LVIA'</i>
Traffic and transport				
Section 7.15	Monitoring requirements for the operational phase of HS2 not adequately covered.	Further assessment work should be undertaken to establish a monitoring regime following implementation.	The assessment could miss significant adverse impacts.	The Full ES should consider the likelihood of residual adverse impacts arising from the operation of HS2. It will not be able to identify all residual impacts and HS2 should commit to engage with the local highway authorities to assess and mitigate detrimental impacts arising post opening.
Section 8.14	Text describes the likely problem of on street parking on residential streets around the Toton Hub station.	Further assessment work should be undertaken to establish a monitoring regime before and after implementation. So that the severity of the impact can be established once HS2 is operational and suitable mitigation implemented	The assessment could miss significant adverse impacts and not provide the baseline conditions to establish the scale of the impact.	Further assessment work should be undertaken to establish a monitoring regime of on street parking in Toton and surrounds before and after implementation. So that the severity of the impact can be established once HS2 is operational and suitable mitigation measures identified implemented at the expense of the HS2 scheme promoter.

Scope and methodology report

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Landscape and visual assessment				

Section 15 Landscape and visual	It is noted that the Landscape and Visual Assessment is to be carried out using the recognised Guidance documents - GLVIA and DMRB, and by a Chartered Landscape Architect.	No comments	No comments	The Guidance is as follows - GLVIA - Guidelines for Landscape and Visual Impact Assessment, 3 rd Edition DMRB – Design Manual for Roads and Bridges (DMRB) Volume 11 and IAN 135/10194, which is accepted best practice.
	It is noted that landscape and visual receptors within 1.5 km of the Proposed Scheme will be assessed as part of the study area.	None	None	Via East Midlands acting on behalf of Nottinghamshire County Council reserve the right to request that this area is extended in areas where the scheme is visible over a wider area, once the LVIA and associated drawings have been examined in detail.
	It is noted that the visual assessment will be carried out in winter at the construction stage, and in winter and summer of Year 1, and Year 15	None	None	Via East Midlands acting on behalf of Nottinghamshire County Council accept this as best practice, and also note that the likely significant landscape and visual effects in operation Year 30 will be reported in the formal ES
	There is a lack of reference to the district level Biodiversity Opportunity Mapping exercise in the landscape baseline	Refer to district level Biodiversity Opportunity Mapping exercise	The landscape baseline does not make reference to Biodiversity Opportunity Mapping exercise, information held by the relevant District Councils	The Biodiversity Opportunity Mapping information is accessible on the following website http://www.nottsba.org.uk/projects.htm
	The definitions of level of visual significance require revision	The definitions in Table 29 Paragraph 15.5.32 require revision	The definitions as they stand do not define the levels of significance effectively	Table 29 Paragraph 15.5.32 – the significance levels in this table need to be reworded. For example, ‘ <i>Minor adverse – A discernible reduction in the existing view</i> ’, should read ‘ <i>Minor adverse – A discernible reduction in the quality of existing view</i> ’,
Landscape and visual Para 15.1.2	This paragraph recognises that all landscapes should be valued, and that it is not just the ‘special’ or ‘designated places’ that have value but ‘ordinary’ landscapes as well	To recognise all landscapes as having value, not just the ‘special’ or ‘designated landscapes’ such as the National/Northern Forests.	The value of the landscape between the National and Northern Forest areas may not be taken into account. These landscapes may not have any designation but are nevertheless locally valued	There are areas of the Proposed Scheme that have particular cultural significance, for example the ‘Hidden Valleys’ that amalgamate the landscapes specifically referred to in the works of DH Lawrence. The cultural value of these areas should be taken into account in the Landscape Assessment.
Sound, noise and vibration				
Scoping Methodology Report	Baseline data	Three rounds of baseline data collection covering existing sources, modelling and by targeted monitoring	Therefore, specific analysis of the data and checks on the extent and suitability of proposed mitigation	Sound levels will be published in the formal Environmental Statement (ES) to follow later.

		as per proposed methodology	measures with respect to the predicted change in noise and vibration levels at individual receptors is not possible at this stage.	
	Operational noise and Vibration	An assessment of operational noise and vibration has been undertaken at sensitive residential receptors,	Non -residential but sensitive Agricultural, heritage and ecological receptors and the assessment of tranquillity not considered at this stage	Reports for each Community Area state that the assessment of noise and vibration impacts on agricultural, heritage and ecological receptors and the assessment of tranquillity is ongoing
	Road traffic noise levels as result impacts of alterations surrounding road network during operation	Further assessment should be undertaken	These have not been assessed Review of this impact has not been possible	These are to be included in formal ES later
	Construction noise and vibration	Community level receptors that may be affected have been identified but not significance of effect or effect on individuals	Specific analysis of the data and checks on the extent and suitability of proposed temporary mitigation measures with respect to predicted noise levels from construction activities at individual sensitive receptors is not possible at this stage	<p>The formal ES will include the assessment of likely significant effects from construction noise and/or vibration on individual receptors and communities.</p> <p>Draft codes of practice that will be applied is referenced</p> <p>Lead contractors will be required to seek to obtain prior consent from the relevant local authority under Section 61 of the Control of Pollution Act 1974 (CoPA) for the proposed construction works. The consent application will set out BPM measures to minimise construction noise and vibration, including control of working hours, and provide a further assessment of construction noise and vibration, including confirmation of noise insulation/temporary re-housing provision</p> <p>The report states that any site-specific mitigation will be presented in the formal ES and would include an estimate of the number of properties that may qualify for noise insulation or temporary rehousing under provisions set out in the draft CoCP.</p>

Volume 1: Introduction and methodology

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
ES Vol.1 (7.1.5 and 7.1.10)	<p>Survey and assessment work is ongoing and baseline information is limited and incomplete at this stage.</p> <p>The assessment for the working draft ES is provisional and has been undertaken based on a precautionary approach.</p>	That the finalised ES is based on comprehensive and up-to-date ecological survey work		<p>Overall, the ecological information provided is very high level. It appears that much of it is incomplete, or extrapolated. It is not clear to what degree the route has been subject to ecological survey, or to what extent it will be.</p> <p>As a result, impacts are assessed on a worse-case scenario, and come out as being significant at the district, county, regional and national levels, even when mitigation is taken into account.</p> <p>In the absence of the detailed results of habitat and species surveys, it is impossible at this stage to say whether the mitigation, as proposed, is appropriate.</p>
ES Vol.1 (9.6.4)	<p>The scheme is being designed to seek to achieve no net loss in biodiversity at a route wide level.</p> <p>Habitat creation is required to fulfil the objective of no net loss in biodiversity insofar as reasonably practicable in the local area</p>	Delivery of net gain	Opportunity to deliver significant ecological benefits, rather than providing bare level of mitigation as implied by a target of no net loss.	<p>No net loss is unambitious; the scheme should be seeking to deliver net gain, in line with the NPPF (i.e. para. 170d)</p> <p>All efforts should be made to mitigate locally against impacts. Net gains can be delivered at a route-wide level.</p>
ES Vol.1 (5.11)	HS2 Ltd is considering the need for green bridges as part of the Proposed Scheme, based on the results of ongoing survey work. Should the need for any green bridges be identified these will be assessed and reported in the formal ES.	Use of ecological network mapping	Minimising impacts on ecological networks, and/or contributing to the creation of robust ecological networks	<p>In order to inform the need for green bridges, as well as habitat creation more generally, ecological network mapping (using Condatis or equivalent) should be carried out, as previously advised.</p> <p>In the absence of this, and as an exemplar, the scheme should seek to provide green bridges at a regular frequency, topography permitting.</p>
ES Vol.1 (6.2)	Land would be required temporarily during the construction period	Retention of habitat features wherever possible	Minimising impacts	Wherever possible, features within land required temporarily for construction, such as hedgerows and in-field trees, should be retained and protected.

ES Vol.1 (6.8.3)	Where reasonably practicable, trees and hedgerows would not be removed during the bird nesting season, with site clearance for non-critical design elements phased accordingly	Avoid vegetation clearance between March and August inclusive		It should be more than possible to schedule site clearance to avoid the bird nesting season, with appropriate planning.
ES Vol.1 (6.21)	Overbridges, underbridges	Features should be designed to allow movement of wildlife	Contributing towards ecological connectivity	Overbridges should be designed such that their abutments over features (e.g. roads) are offset to allow wildlife to use them as underpasses. Similarly, underbridges should also be designed so that they can be used by wildlife.
ES Vol.1 (8.6.1)	The assessment includes the consideration of effects arising from habitat... fragmentation, severance of ecological corridors and networks			See comments relating to ecological network mapping.
ES Vol.1 (9.6.5)	The Environmental Memorandum (which forms part of the EMRs) will include a commitment to provide long-term management of habitat creation to ensure that the target value of these habitats is achieved.	Definition of 'long term'		How long is 'long-term'? Should be in perpetuity, and should be the same across the board for all habitats and locations
Landscape and visual assessment				
Section 6 Constructio n of the Proposed Scheme	Consider the use of innovative construction techniques which will have an environmental benefit.	Investigate and research the suitability of innovative construction techniques which will have an environmental benefit.	The opportunity to use innovative construction techniques, which will have environmental benefits may be missed if these are not considered at the pre-construction phase.	The type of techniques may include for example the use of 'green roofs' to infrastructure buildings, the use of 'vegetated wall systems' for culvert headwall s and retaining embankments. These techniques could also encompass underpasses or 'green bridges' to allow the movement/migration of protected species. (additional information to be provided in ecology comments)
Para 5.17.7 Permanent Features of the Proposed Scheme	<i>'Trees and shrubs planted within restored areas would be of local provenance'</i> This needs to take into account climate change by selecting source material from southern local provenance areas rather than the midland LPAs	Tree and shrub planting needs to be resilient to climate change in order to establish effectively and mitigate the identified adverse visual and landscape impacts of the Proposed Scheme	To make tree and shrub planting resilient to climate change	Refer to the Forestry Commission Map 'Regions of provenance and seed zones in Great Britain' as shown below: - https://www.forestry.gov.uk/pdf/FRMGuidelinesRoPmap.pdf/\$FILE/FRMGuidelinesRoPmap.pdf
Traffic and transport				

Volume 1 9.3.11	"No operational monitoring in relation to air quality is currently proposed. This will be confirmed in the formal ES."	Scheme promoter should undertake/fund roadside monitoring to determine the air quality impacts of traffic generated by the operation of the HS2 hub. Scheme promoter should also be responsible for undertaking and/or funding required mitigation.	Could miss significant adverse impacts.	<p>It is not currently possible to determine the AQ impacts from traffic generated by the new hub as the transport modelling has not been completed. As the AQ modelling may not predict all of the air quality impacts that occur as a result of the traffic generated by HS2, an allocation of funding should be made available by the scheme promoter and set aside to fund the delivery of any mitigation so that the funding of any future mitigation required does not fall to the LHAs.</p> <p>Ideally the scheme promoter should commit to:</p> <ul style="list-style-type: none"> Engaging with the LHAs following completion of the transport modelling and potential mitigation to consider the air quality impacts of traffic generated by the HS2 hub Engaging with the LHAs to consider air quality impacts and potential mitigation as part of its highway scheme development Fund/undertake ongoing roadside air quality monitoring following the start of the operation of HS2 Fund mitigation measures should air quality issues arise following the implementation of roads improvement schemes and/or the start of the operation of HS2.
Volume 1, section 9.14	Monitoring requirements for the operational phase of HS2 not adequately covered.	Further assessment work should be undertaken to establish a monitoring regime following implementation.	The assessment could miss significant adverse impacts.	The Formal ES should consider the likelihood of residual adverse impacts arising from the operation of HS2. It will not be able to identify all residual impacts and HS2 should commit to engage with the local highway authorities to assess and mitigate detrimental impacts arising post opening.
Volume 1 9.14.13	Doesn't include an outline travel plan so that desired outcomes and measures that will be considered/ included in the "specific station travel plans" can be discussed and agreed as part of the ES.	An outline travel plan should be developed detailing the desired outcomes from them (including potential mode share) and the suite of measures that will be undertaken as part of the specific station travel plans. The outline travel plan should be discussed and agreed with the LHAs.	Development of outline travel plan to inform and act as template for specific travel plans.	<p>Would want to be involved in development of these to ensure all appropriate potential measures to address impacts on the highway are included.</p> <p>LHA should be consulted on the measures/outcomes included in the station travel plans.</p> <p>Scheme promoter should provide funding for the delivery/ monitoring of mitigation measures included in station travel plans.</p>

		<p>LHA should be consulted on the measures/outcomes included in the station travel plans.</p> <p>Scheme promoter should provide funding for the delivery/monitoring of mitigation measures included in station travel plans.</p>		
--	--	--	--	--

Volume 2: Community area reports/maps

General comments relating to the community area reports:

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
ES Vol.2 LA05 – LA08 and related CT- 06 plans	General comments on landscaping and habitat creation	Maximising opportunities		<p>Reference should be had to the Nottinghamshire Biodiversity Opportunity Mapping (BOM) to assist with decision making about where to locate new habitat - see http://www.nottsbag.org.uk/projects.htm</p> <p>Woodland planting should be reflective of local character (rather than a generic woodland mix), with species selected with reference to the relevant Landscape Character Area species list – see http://cms.nottinghamshire.gov.uk/home/environment/andimprovements/landscapecharacter.htm</p> <p>There are significant opportunities for habitat creation within cuttings; in particular, cuttings located on the Magnesian Limestone should deliver the creation of new areas of species-rich calcareous grassland. Elsewhere, other species-rich grassland should be targeted within cuttings.</p>

				<p>Elsewhere, habitat creation should target priority habitats, as listed in Section 41 of the Natural Environment and Rural Communities Act, and in the Nottinghamshire local Biodiversity Action Plan (LBPA), available at http://www.nottsba.org.uk/projects.htm#bap</p> <p>Access for future management and maintenance should be designed into habitat creation areas.</p> <p>Balancing ponds should be designed to be multifunctional. It is stated in ES Vol.1 that these are intended to be dry most of the time, however lining a small, deepened area so that it holds water for the majority of the time would mean that these features could be used by breeding amphibians.</p> <p>There are a number of instances where hedgerow planting, to act as boundaries between land parcels and or different land uses, has been omitted, for example alongside access roads. Hedgerows should be used wherever possible.</p> <p>It will need to be recognised that habitat sandwiched between HS2 and the M1 will be of limited value, as it will be inaccessible to much wildlife (e.g. bats, other mammals, reptiles, amphibians etc.).</p> <p>Wildlife ponds should be provided much more frequently as part of the wider landscaping works (i.e. not just as great crested newt mitigation). There are numerous such opportunities.</p>
ES Vol.1, ES Vol.2 LA05 – LA08	No quantification of losses and gains of habitats	Losses and gains to be quantified in easily accessible format. Gains to be broken down into new habitat (i.e. gains), and re-created habitat (i.e. replacement of what was temporarily lost)		<p>There doesn't appear to be any comparison of the losses (permanent and temporary) and gains in habitat presented anywhere in the ES.</p> <p>An ecological accounting exercise, based on the Defra metric (or equivalent), should be used to objectively quantify the value of the lost habitats, and the value of habitat gains, to demonstrate no net loss, and net gain (see comment elsewhere about net gain).</p>
Land quality				
<p>General Comment; Vol 2; Map Books</p> <ul style="list-style-type: none"> • Areas of potential contamination identified within the Land Quality report are not identified on any of the maps. • Similarly, none of the buildings/structures identified for demolition are marked. • This makes it difficult to judge whether all of the potential areas of contamination/impact have been identified. 				
Landscape and visual assessment				

Section 11 – Landscape and Visual Landscape baseline	It is noted that published LCAs such as the Nottingham Landscape Character Assessment have been taken into account in the baseline assessment	The landscape actions for the relevant Landscape Character Policy Zones should be taken into account in the design of the Proposed Scheme	The opportunity would be missed to achieve some of the objectives of the Nottingham LCA by means of the Proposed Scheme	The landscape Policy Sheets for the relevant Landscape Character Areas of the Nottinghamshire Landscape Character Assessment, can be accessed on the District Council websites, these contain the Landscape Actions for each Policy Zone.
Section 11 – Landscape and Visual Visual assessment	The viewpoint schedules for the Construction phase and the Operational phase do not tie together.	Amend viewpoint schedules so that the Construction phase and the Operational phase schedules tie together.	The clarity of document will be improved if these changes are made.	
General point	Content of Community Area Map books noted	None	None	Via East Midlands acting on behalf of Nottinghamshire County Council reserve the right to make additional comments once all of the Community Area Map books have been examined in detail.
Community area maps-general point	The landscape and visual impact on the townscapes adjacent to the Proposed Scheme has not been sufficiently considered	Greater consideration in the design of the proposed scheme should be given to the landscape and visual impact on the townscapes listed opposite	The opportunity for greater consideration in the design of the Proposed Scheme to the landscape and visual impact on the townscapes	Greater consideration in the design of the Proposed Scheme should be given to the landscape and visual impact on the townscapes of: - Trowell Village, Strelley Village, the western edge of Hucknall, the southern end of Annesley Woodhouse, Selston, Huthwaite, Kirkby Woodhouse and Hilcote
Proposed scheme wide WDES plans - General point	Linkages proposed in Biodiversity Opportunity Mapping will not be made. Biodiversity objective and Landscape objectives may conflict.	Add linkages between habitats using the BOM as a guide	Linkages between habitats will not be made, increasing the fragmentation on habitats, and subsequent loss of species	It is noted that the design of habitat areas link areas of woodland for example, as would be encouraged by the Biodiversity Opportunity Mapping exercise, more linkages of this type should be created using the BOM as a guide. Existing biodiversity features should not be compromised by landscape objectives for example the need to provide screening.
Proposed scheme wide WDES plans - General point	Landscape areas may be created that are difficult or impossible to maintain in the long term.	Consider long term maintenance in the design of landscape areas, do not create features that are unmanageable due to access, steepness of slope etc	Landscape areas may be created that are difficult or impossible to maintain in the long term and may not establish effectively and mitigate the identified adverse visual and landscape impacts of the Proposed Scheme	
Proposed scheme wide WDES	There is lack of clarity with the graphics used on the plans.	Improve the clarity of graphics used on all plans, please see the examples given in the detailed comments	The maps cannot be easily understood and may not be correctly interpreted.	The green washed areas are presumably existing woodland, but this is not included on the key. Some small white areas are shown adjacent to the route and it is not clear how these will be treated, is this

plans General Point	-			existing landscape be retained? or is this a proposed area of landscape treatment? For example, drawing CT-06-444 – white area in centre of the plan adjacent to Weavers Lane, is this existing landscape, or proposed landscape?
Traffic and transport				
WDES Volume 2 Community Area reports LA04, LA05, LA06, LA07, LA08 Chapter 5. Air quality in each document	<p>Air quality impacts of additional trips on the existing highway network generated by the operation of HS2; and air quality impacts of HS2 associated highway improvements required to deliver HS2 – The WDES is based on a qualitative assessment of traffic flows only. Upon completion of the traffic modelling a full detailed assessment of the air quality impacts of the additional traffic generated by the operation of HS2/HS2 hub on existing highway infrastructure will need to be undertaken. The outcomes/ conclusions of this assessment, as well as any mitigation required to address forecast air quality issues, should be identified/ agreed with the LHA.</p> <p>Similarly, the air quality impacts of any highways improvements delivered by the scheme promoter to enable access to the HS2 hub will need to be undertaken as part of scheme development (and if necessary mitigation measures agreed with the LHA).</p>	<p>Further air quality assessment is carried out following the completion of the traffic modelling and included as part of the ES.</p> <p>Where air quality is predicted to worsen due to traffic generated by the HS2 hub (its construction or its operation following construction), or if road/rail improvements that are delivered as part of HS2 delivery worsen air quality, mitigation must be identified, agreed by LHA, and funded by the scheme promoter.</p>	<p>Misses the opportunity to finalise the mitigation (e.g. sustainable transport infrastructure, travel planning, property improvements, etc.) that is required to address air quality issues resulting from traffic generated by the HS2 hub, or from road/rail improvements that are delivered as part of HS2 delivery.</p>	<p>It is not currently possible to determine the AQ impacts from traffic generated by the new hub or of any proposed highway improvements. The AQ assessment should include the air quality impacts of each individual highway improvement identified through the outstanding transport modelling (as well as their cumulative impacts). It should also include an assessment of the AQ impacts from traffic generated by the new hub on the existing highway networks.</p> <p>No works should go ahead without mitigation if they will worsen local air quality and create/or has the potential to create air quality issues. Therefore where air quality is predicted to worsen due to traffic generated by the HS2 hub, or if road or rail improvements that are delivered as part of HS2 delivery worsen air quality, mitigation must be identified, agreed with LHA, and funded by the scheme promoter. Such improvements could be infrastructure improvements to properties; walking, cycling or passenger transport improvements; as well as co-ordinated personal travel planning (including the provision of incentives) with communities and businesses.</p> <p>As the modelling may not predict all of the air quality impacts that occur as a result of the traffic generated by HS2, an allocation of funding should be made available by the scheme promoter and set aside to fund the delivery of any mitigation so that the funding of any future mitigation required does not fall to the LHAs.</p> <p>Ideally the scheme promoter should commit to:</p> <ul style="list-style-type: none"> Engaging with the LHAs following completion of the transport modelling and potential mitigation to consider the air quality impacts of traffic generated by the HS2 hub

				<ul style="list-style-type: none"> Engaging with the LHAs to consider air quality impacts and potential mitigation as part of its highway scheme development Fund/undertake ongoing roadside air quality monitoring following the start of the operation of HS2 Fund mitigation measures should air quality issues arise following the implementation of roads improvement schemes and/or the start of the operation of HS2.
WDES Volume 2 Community Area reports LA04, LA05, LA06, LA07, LA08 Chapter 13. Sound, noise and vibration	<p>Noise impacts of additional trips on the existing highway network generated by the operation of HS2; and noise impacts of HS2 associated highway improvements required to deliver HS2 – The WDES is based on a qualitative assessment of traffic flows only. Upon completion of the traffic modelling a full detailed assessment of the noise impacts of the additional traffic generated by the operation of HS2/HS2 hub on existing highway infrastructure will need to be undertaken. The outcomes/ conclusions of this assessment, as well as any mitigation required to address forecast noise issues, should be identified/ agreed with the LHA.</p> <p>Similarly, the noise impacts of any highways improvements delivered by the scheme promoter to enable access to the HS2 hub will need to be undertaken as part of scheme</p>	<p>Further noise assessment is carried out following the completion of the traffic modelling and included as part of the ES.</p> <p>Where noise is predicted to worsen due to traffic generated by the HS2 hub (its construction or its operation following construction), or if road/rail improvements that are delivered as part of HS2 delivery worsen noise, mitigation must be identified, agreed by LHA, and funded by the scheme promoter.</p>	<p>Misses the opportunity to finalise the mitigation (e.g. sustainable transport infrastructure, travel planning, property improvements, etc.) that is required to address noise issues resulting from traffic generated by the HS2 hub, or from road/rail improvements that are delivered as part of HS2 delivery.</p>	<p>It is not currently possible to determine the noise impacts from traffic generated by the new hub or of any proposed highway improvements. The noise assessment should include the noise impacts of each individual highway/traditional rail improvement identified through the outstanding transport modelling (as well as their cumulative impacts). It should also include an assessment of the noise impacts from traffic generated by the new hub on the existing highway networks.</p> <p>No works should go ahead without mitigation if they will worsen local noise quality and create/or has the potential to create noise quality issues. Therefore where noise is predicted to worsen due to traffic generated by the HS2 hub, or if road/traditional rail improvements that are delivered as part of HS2 delivery worsen noise, mitigation must be identified, agreed with LHA, and funded by the scheme promoter. Such improvements could be infrastructure improvements to properties; walking, cycling or passenger transport improvements; as well as co-ordinated personal travel planning (including the provision of incentives) with communities and businesses.</p> <p>As the modelling may not predict all of the noise impacts that occur as a result of the traffic generated by HS2, an allocation of funding should be made available by the scheme promoter and set aside to fund the delivery of any mitigation so that the funding of any future mitigation required does not fall to the LHAs.</p>

	development (and if necessary mitigation measures agreed with the LHA).			<p>Ideally the scheme promoter should commit to:</p> <ul style="list-style-type: none"> • Engaging with the LHAs following completion of the transport modelling and potential mitigation to consider the noise impacts of traffic generated by the HS2 hub • Engaging with the LHAs to consider noise impacts and potential mitigation as part of its highway scheme development • Fund/undertake ongoing roadside noise monitoring following the start of the operation of HS2 (should it be required) • Fund mitigation measures should noise issues arise following the implementation of road improvement schemes and/or the start of the operation of HS2.
WDES Volume 2 Community Area reports LA04, LA05, LA06, LA07, LA08. Chapter 14 traffic and transport in each report.	<p>The WDES is based on a qualitative assessment of traffic flows only. Upon completion of the traffic modelling a different access strategy and list of highway infrastructure requirements may emerge.</p> <p>CoCP will include a travel plan that we will need to accept to minimise construction worker impacts.</p>	The Full ES will need to be supported with a quantitative assessment of traffic and transport impacts both during construction and once operational. The full ES will need to demonstrate that all proposed transport infrastructure has adequate traffic capacity to accommodate the forecast travel demands at 2046 levels.	Misses the opportunity to finalise the supporting transport infrastructure and provide greater clarity on required transport infrastructure.	The HS2 traffic modelling is still in progress and therefore the WDES is based on expected traffic and travel forecasts rather than those more scientifically produced and accurate forecasts that will emerge from the East Midlands Councils Gateway transport model. LHA needs to be involved throughout as modelling outputs become available. This will enable NCC to understand and agree the model assumptions and to ensure that scenarios do not assume proposals that will not be funded by HS2 direct. NCC to date has been party to base survey methodology but no network impacts either during or post delivery of HS2 proposal. Without such information likely transport impacts can at best be guessed at.
Water resources and flood risk				
The following further information	Construction of surface water features/ drainage features.	All features need to be constructed in accordance with best practice.	If not designed to best practice standards drainage features may not provide additional benefits.	Demonstrate that drainage for infrastructure utilises SuDS throughout as a primary means of surface water management and that design is in accordance with best practice, CIRIA C753.

should be provided to the LLFA for the construction of the HS2 and associated infrastructure.	Details of ground conditions.	Permeability of ground surfaces to establish if infiltration is possible.	Infiltration features offer the most sustainable method of surface water management and should be used where possible	Provide infiltration testing results to demonstrate that infiltration is/ is not feasible at locations where ponds and attenuation basins are proposed.
	Increased surface water run-off.	Run-off from newly constructed infrastructure should not exceed pre-construction rates.	Increased unrestricted surface water run-off can increase flooding downstream.	The construction of any hardstanding surfaces that would lead to the increase of surface water discharge from the ES area should be restricted to Greenfield rates. Restricting rates to greenfield will ensure surface water discharge is at pre-construction rates and ensure that there is no increased risk of flooding downstream of the construction.
	Appropriate attenuation sizing.	There should be sufficient capacity for surface water storage	Inappropriate storage capacity can lead to surface water flooding.	All surface water run-off attenuation/storage features should have sufficient capacity for the 100 year (1%) event and include freeboard.
	Detailed design of drainage systems.	Where infrastructure requires construction of drainage systems to manage surface water, details should be provided.	Assess the suitability of the proposed scheme.	Provide detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details on any attenuation system and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations including climate allowances.
	Ongoing maintenance and management.	All features need to be maintained to ensure they function as intended.	Without proper maintenance and management features won't perform to design specifications.	Evidence of how the on-site surface water drainage systems / features shall be maintained and managed after completion ensuring long term operation to design parameters. Maintenance schedules and details of specific management activities should be provided.
	Multi-agency working	There may be a requirement to work alongside the EA and other RMAs to ensure the best outcomes.	Without involvement of other RMAs involved the full details of flood risks may not be understood.	In certain areas there may be a need to work in conjunction with the EA and RMAs in order to fully establish, understand and mitigate any flood risks.
The following comments are provided for crossings of ordinary watercourses	Reduction of capacity at watercourse crossings.	All crossings need to have sufficient capacity to convey flows without restriction/ increasing flood risk.	Restriction in channel capacity as a result of construction can lead to flooding.	Where there are crossings of ordinary watercourse as a result of construction details of current channel capacity and post construction channel capacity should be provided, in addition all crossings should be designed to convey the 1 in 100 year (1%) event.
	Cutting off informal flow routes.	Mitigation should be provided for any flow routes that are impacted.	Severed routes may lead to changes in flow regimes and/ or	Any informal/ ephemeral surface water flow routes may be severed by the construction of the line these need to be identified and mitigation provided. Where

es and where construction of infrastructure will sever surface water flow paths/ flood plains.			divert flows to new areas/ catchments.	construction cuts across the current uFMfSW further overland flow modelling should be conducted to establish these flow routes and sufficient mitigation provided where there will be impacts of diverting or severing these flow paths.
	Location/ Mapping of Ordinary Watercourses.	Any unidentified Ordinary Watercourses should be identified.	Cutting off any unidentified watercourses would increase flood risk.	The detailed river network used to identify the location of ordinary watercourses is not a complete record of all watercourse there may be others which will require site walkovers to confirm their locations, size, condition and the impacts of construction on these watercourses.
	Land allocation for compensatory storage.	All surface water/ flood compensatory storage should take place within the allocated ES area.	Land not within the ES boundary may not be eligible to be used for compensation at a later date.	Land has been allocated to provide compensatory storage for construction of infrastructure. It should be ensure that all compensatory storage can be provided within the allocated ES areas.
	Modelling catchments smaller than 3 Km ²	Any high risk areas where there is known flood risk issues should be modelled.	In high risk areas where watercourses are un-modelled the risk and impacts would not be fully know.	The flood map for planning only includes watercourses with catchments greater than 3 Km ² , there may be a requirement where there are known risks from a watercourse at crossing points to conduct further detailed hydraulic modelling.
	Consenting/ Permissions	Applications on Ordinary Watercourses would be subject to Land Drainage Consent	The LLFA should be able to fully assess the risk posed before any LDA Consent is granted.	Any consents required for the construction of HS2 should be given to the LLFA for consideration, there are costs associated with consenting applications.
Countryside access				
	Alternative routes must be open and available before the temporary or permanent closure of a public right of way or other form of access.			
	Non-motorised users (NMU) should not be diverted on to the public carriageway network without appropriate mitigation and safety measures being agreed for both temporary and permanent PROW diversions. NMUs should be accommodated away from the road network to reduce any safety risk but also to ensure that the attractive			

	qualities of the PROW network continue.			
	Consideration needs to be taken with the siting of construction compounds and other plant particularly where a public bridleway (due to equestrian use) exists either on a permanent or temporary alignment.			
	If and at the last resort construction vehicles and plant need to use the PROW network and the paths continue to stay open, measures must be in place to ensure users are safe and any signage and mitigation measures are designed to reflect that users have the legal right of way and construction plant must give way to legitimate public users.			
	Where construction plant has used the PROW network, surfaces must be repaired to an appropriate standard before the paths are reopened. Thought must also be given to the historical character and value of paths, for example, the reinstatement of a double hedged lane. In essence, paths must be designed with respect to their environment and retain their local character and 'feel' where feasibly possible.			
	HS2 Ltd need to keep the distances of both temporary			

	and permanent diversions to a minimum. Diversions and alternative routes which use the road network must be avoided or at least mitigated against; avoid unsafe areas such as compounds and plant equipment; be clearly signed and waymarked; constructed to a suitable standard for the type of traffic and location; be well drained; and any temporary diversions or alternatives to be fully open prior to the closure of definitive public rights of way.			
	Some existing paths may need to be upgraded to a higher status if a nearby path of higher status is closed (either temporarily or permanently).			
	Requests for Temporary Traffic Regulation Orders must be made to the County Council's Countryside Access team at least eight weeks in advance, and must include suitable approved alternative routes. Fees are applicable.			
	NCC require the sight and consultation of all draft legal Orders, maps, plans, schedules and any other legal paperwork regarding changes to the public right of way network. PROW changes must be clearly shown on detailed large scale plans as part of the legal process to ensure that NCC, the public, private landowners and HS2			

	Ltd are confident of the path alignment and there's no ambiguity.			
	The draft plans provided as part of the consultation do not show all definitive public rights of way, permissive paths, claims for PROW and other land used for public access. The alignment of some PROWs shown on HS2 Ltd.'s plans are incorrect. The status of PROWs are not shown on the plans.			
	There's a general lack of detail on the plans regarding affected paths. Further discussion and detail is required for those paths affected by changes to the road network leading up to but often away from the HS2 railway line.			
	It is noted that some diversions / changes on the plans to PROWs do not appear to follow a natural boundary or geographical feature such as a watercourse or existing hedge line? Further detailed contact and discussion is essential between HS2 and PROW Officers.			
	Signposts must be provided to the correct NCC specification at locations where a public right of way leaves the metalled highway network. Waymarking along paths may also be necessary. HS2 Ltd must provide an			

	appropriate signing schedule in consultation with the Authority.			
	The erection of structures on PROW, for example, safety barriers, kissing gates and bridleway gates, needs the express consent of NCC. Structures on PROWs can only be authorised for stock control, for the safety of PROW users or be a historical structure at the time of dedication.			
	Where structures are approved they must conform to the British Standard for Gaps, Gates and Stiles (BS5709:2018). Any structure erected on a PROW for any reason other than public safety becomes the property and responsibility of the landowner for future maintenance.			
	In essence structures should be kept to a minimum and HS2 Ltd should be aiming to adopt the least restrictive option for all public access i.e. a suitable gap for legitimate users.			
	In essence structures should be kept to a minimum and HS2 Ltd should be aiming to adopt the least restrictive option for all public access i.e. a suitable gap for legitimate users.			

	The materials and type of construction used for surfacing paths must be chosen to reflect the balance of user needs, maintenance costs, sustainability, local character and the local ecology.			
	The County Council will require a minimum width of 2m for footpaths and 4m for bridleways. Where a path is fenced on one or both sides it may be necessary to provide a greater width. The width of paths must be legally recorded on the HS2 Ltd.'s legal statement / Hybrid Bill to prevent any future ambiguity.			
	The surfacing specification for each individual path must be agreed with NCC in advance. Where a public right of way is shared with those with private access rights, the County Council will only be responsible for the future maintenance to a suitable standard for those exercising their public rights i.e. the County Council will not be responsible for maintaining a public footpath to standard suitable for the passing and repassing of private vehicular traffic.			
	Any new fencing erected adjacent to a public right of way will be the responsibility of the relevant landowner. NCC in its capacity of Highway Authority is not			

	responsible for maintaining fencing during or after construction of HS2. Fencing must not be electric, barbed or create a hazard to users.			
	HS2 Ltd must ensure that any planting schemes, screening, bunds and balancing ponds etc. do not impact on the PROW network. Any hedgerows or other vegetation planted by HS2 Ltd for safety or for other purposes and for other landowners will not be the responsibility of NCC. Future maintenance of these will be the responsibility of the landowner / manager.			
	The specification and standards for bridges carrying public rights of way must be in accordance with NCC's local specifications, British Horse Society (BHS) standards, Sustrans Bridges Guide and the Design manual for Roads and Bridges.			
	The liability for any new bridges including the surface, both over the HS2 railway line and those built as result of changes to the wider PROW network affected by the construction of HS2 will be the responsibility of HS2 Ltd.			
	The headroom in underpasses should be in accordance with NCC's local specifications, British Horse			

	<p>Society (BHS) standards, Sustrans Bridges Guide and the Design manual for Roads and Bridges. Underpasses should be designed with suitable drainage and be appropriately surfaced. HS2 Ltd will be responsible for underpasses including surfacing and drainage. Depending upon local circumstances there may be a requirement to provide lighting in underpasses. Lighting will be the responsibility of HS2 Ltd.</p>			
	<p>A risk assessment will be required on bridges provided for both PROW users and vehicles. A footway or margin may be required in certain locations where there is shared use by vehicles. The surface and any other infrastructure on a bridge will be the responsibility of HS2 Ltd.</p>			
	<p>Consideration may be needed, particularly on bridleways and for equestrians, for the provision of noise abatement from the railway line.</p>			
	<p>The County Council will be looking for PROW network improvements as part of the HS2 scheme. For example, physical path improvements such as surfacing or the creation of new routes improving the connectivity of the PROW network.</p>			

	HS2 need to recognise the importance of connecting settlements including links over county boundaries. There are a number of promoted routes along the Erewash Valley which need to be recognised and provided for, for example continued connectivity and bespoke signing, and changes to any promotional material.			
	Any diversion, newly created path or a crossing of the HS2 railway line must be designed to Equality Act 2010 standards and be full accessible to all members of the community. Where accessible ramps are provided depending upon the local circumstances it may be necessary to provide both steps and ramps.			

Community Area LA05 –Radcliffe-on-Soar to Long Eaton

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
ES Vol.1 (5.13), Vol.2 LA05 (2.2.33)	Toton Station	Use of green/brown roof		The building should be designed to incorporate a green (or brown) roof to help mitigate against some of the extensive habitat loss at this location.
Health				
LA 05 Community	Housing quality and design	<ul style="list-style-type: none"> 8.4.43 Radcliffe on Soar, demolition of 	<ul style="list-style-type: none"> Consider community 	

Area report & Map Book Radcliffe on Soar to Long Eaton – Draft Environmental Statement	Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people?	<p>3 properties, not deemed to constitute an erosion of social networks and impact negatively on resident's health and wellbeing.</p> <ul style="list-style-type: none"> Demolition of residential and business premises likely to have detrimental impact on health and wellbeing 	<p>engagement investment in areas impacted by demolition to help build community networks and community cohesion</p> <ul style="list-style-type: none"> Any future housing as a result of demolition, needs to reflect the variation of house type that will meet the needs and capacity of the local population. 	
	Does the proposal promote development that will reduce energy requirements and living costs and ensure that homes are warm and dry in winter and cool in summer	Not applicable	Not applicable	
LA 05	<p>Access to healthcare services and other social infrastructure.</p> <p>Does the proposal seek to retain, replace or provide health and social care related infrastructure?</p>	<ul style="list-style-type: none"> There are no references made to any changes/reductions of health and social care infrastructure Public transport disruptions are documented (14.3.11, 14.4.19, 14.4.20) no reference to whether these disruptions or alternative routes will impact on people accessing health and social care services. 	<ul style="list-style-type: none"> Consideration should be given to residents accessing health and social care services if road infrastructure is compromised. Consideration of impact on residents who receive health and social care at home and the disturbance of usual travel arrangements, particularly the elderly population of more remote 	

			and rural conurbations, ref: 8.3.15 re vulnerabilities in population.	
	Does the proposal address the proposed growth/ assess the impact on healthcare services?	No longer put bullets Reference to increase in workforce for construction phase to be 758 FTE for this area (12.4.3) but no consideration how this increase will put pressure on local health and care infrastructure	<ul style="list-style-type: none"> Consider demand on current services and increased of population in the short/medium and longer term due to workforce (8.4.38) Consider the impact of growth longer term due to increased and improved transport to the areas and this demand on services 	
	Does the proposal explore/allow for opportunities for shared community use and co-location of services?	Not applicable	not applicable	
LA 05	Access to open space and nature Does the proposal seek to retain and enhance existing and provide new open and natural spaces to support healthy living and physical activity?	<ul style="list-style-type: none"> Recognition of importance of open spaces to good mental health, physical activity and wellbeing (8.4.27) Temporary reduction and compromise of walks, cycling, sport and riding (ref 8.4.29, 8.4.31, 8.4.32, 8.4.34) 	<ul style="list-style-type: none"> Engagement with community who utilise the existing outdoor space to co-produce alternative provision Consideration to the impact on access of existing outdoor spaces during constructions phase (e.g. Toton Fields Local Nature Reserves 8.3.10) 	

		<ul style="list-style-type: none"> • Permanent loss of outdoor space (8.4.35) • Impacts on the visual landscape have potential to impact on neighbourhood quality (8.4.14) 	<ul style="list-style-type: none"> • Ensure impacts of changes in visual landscapes are included and acted upon in ES 	
	Does the proposal promote links between open and natural spaces and areas of residence, employment and commerce?	<ul style="list-style-type: none"> • Temporarily, construction will impact on active travel for social and work purposes, having a negative impact on physical activity associated benefits (ref 8.4.30) • Construction traffic deterring pedestrians and cyclists from using local road network (ref 8.4.28) • The route of Proposed Scheme intersecting with PRoW and the impact this will have on levels of physical activity (8.4.29) 	<ul style="list-style-type: none"> • Ensure impact of PRoW is fully considered in ES • Work with community to co-produce safe, alternative routes to navigate their communities away from construction traffic 	

	Does the proposal seek to ensure that open and natural spaces are welcoming, safe and accessible to all?	<ul style="list-style-type: none"> • Temporary potential compromise of safe, welcoming and accessible outdoor spaces during construction (ref 8.4.29, 8.4.31, 8.4.32, 8.4.34) 	<ul style="list-style-type: none"> • Consider measures to mitigate any negative impact on utilisation of open and natural during construction and to re-establish once construction is over • Due to impact on PRow in this locality consider particular attention to the impact of disrupted access upon those with physical disabilities, such as wheelchair users, to ensure any particular needs are catered for as part of the planning for temporary diversions or permanent route/footpath changes. 	
	Does the proposal seek to provide a range of play spaces for children and young people (e.g. play pitches, play areas etc.) including provision for those that are disabled?	<ul style="list-style-type: none"> • Temporary reduction and compromise of play space (ref 8.4.29, 8.4.31, 8.4.32, 8.4.34) • Permanent changes to 	<ul style="list-style-type: none"> • Engagement with community who utilise the existing outdoor space to co-produce alternative provision 	

		<p>accessibility to open space for riding school, adversely affecting users (8.4.35)</p> <ul style="list-style-type: none"> No reference to provision for those who are disabled 	<ul style="list-style-type: none"> Consider provision for all 	
LA05	<p>Air quality, noise and neighbourhood amenity</p> <p>Does the proposal seek to minimise construction impacts such as dust, noise, vibration and odours?</p>	<ul style="list-style-type: none"> Effects of pollutants through construction will be mitigated through Code of Practice (5.4.1, 5.3.6, 5.4.8) Potentially construction noise (including traffic) could have significant effects at communities closest to construction (13.4.8). Avoidance and mitigation measures to be reported in the formal ES 	<p>Ensure detailed assessments are in the ED as stated</p>	
	<p>Does the proposal seek to minimise air pollution caused by traffic and employment/ commercial facilities?</p>	<ul style="list-style-type: none"> Air quality impacts from traffic emissions during construction will be considered as part of formal ES 	<ul style="list-style-type: none"> Ensure detailed assessments are in the ED as stated 	
	<p>Does the proposal seek to minimise noise pollution caused by traffic and employment/ commercial facilities?</p>	<p>Potentially construction noise (including traffic) could have significant effects at communities closest to construction (13.4.8). Avoidance</p>	<p>Ensure detailed assessments are in the ED as stated</p>	

		and mitigation measures to be reported in the formal ES.		
LA05	Accessibility and active transport Does the proposal prioritise and encourage walking (such as through shared spaces) connecting to local walking networks?	<ul style="list-style-type: none"> • Severance of PRow permanent and temporary 14.5.16 • Alternative routes for PRow acknowledged 14.4.1 • Acknowledgment that presence of construction traffic may deter walkers 8.4.28 • Acknowledgement that presence of construction traffic may deter people from using active travel (walking) for work or accessing services, and choosing car instead, resulting in decrease in physical activity 8.4.30 	Consider engagement with local community to co-produce measures to mitigate temporary and permanent disruption Due to impact on PRow in this locality consider particular attention to the impact of disrupted access upon those with physical disabilities, such as wheelchair users, to ensure any particular needs are catered for as part of the planning for temporary diversions or permanent route/footpath changes.	
	Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes) connecting to local and strategic cycle networks?	<ul style="list-style-type: none"> • Acknowledgement that presence of construction traffic may deter cyclists, although no measures in place to encourage 	Co-production with local community to mitigate the impact in short/med/long term and seek alternative routes	

		<p>cycling (8.4.28, 8.4.30)</p> <ul style="list-style-type: none"> • Recognition that construction traffic could deter people from using active travel (cycling) for work or accessing services and they may choose to use a car instead, thus decreasing physical activity (8.4.30) 		
	Does the proposal support traffic management and calming measures to help reduce and minimise road injuries?	<ul style="list-style-type: none"> • Acknowledgement of local accident clusters which are identified (14.3.7) • Assessment of accident risk due to construction traffic will be reported in formal ES 14.4.7 • Positive that CoCP states avoidance of HGV operating adjacent to schools during drop off/pick up (reducing risk of accident and perceived risk) 6.4.2 & 14.4.3 	Ensure road safety for all users of roads/paths nears roads in included in formal ES	
	Does the proposal promote accessible buildings and places to enable access to people with mobility problems or a disability?	No reference to enabling accessibility for people with mobility problems or disabilities	Consider needs of whole community, including those with mobility problems or a disability as part of formal ES	

LA05	Crime reduction and community safety Does the proposal create environments & buildings that make people feel safe, secure and free from crime?	8.4.38 increase in temporary population due to construction workforce Construction traffic impact (ref 8.4.28) (road safety) Acknowledgment that through community consultation fostering and maintaining good relationships between workforce and community (8.4.40) Suicide prevention is not referenced in the draft	As part of the ES consider impact increase in temporary population will have on community's perceptions of feeling safe and the cohesion of these 2 communities and consider impacts on social capital as described in 8.4.39 Work with community to co-produce safe, alternative routes to their navigate their communities away from construction traffic and once Proposed Scheme is finished Consider including mitigation measures relating to suicide prevention as part of the formal ES. Specific consideration to measures such as signage, staff training and bereavement support.	
LA05	Access to healthy food Does the proposal support the retention and creation of food growing areas, allotments and community gardens in order to support a healthy diet and physical activity?	No mention of supporting food growing	Consider the impact this scheme has on access to healthy food as part of the ES, including growing areas, allotments and community gardens Opportunity for local people to design food growing areas in new green spaces	

	Does the proposal seek to restrict the development of hot food takeaways (A5) in specific areas?	No mention of hot food takeaways	Any future commercial developments which are established from the Proposed Scheme should consider restrictions in hot food takeaways (A5)	
LA05	Access to work and training Does the proposal seek to provide new employment opportunities and encourage local employment and training?	<ul style="list-style-type: none"> Reference to jobs creation (758 FTE) for this section, which, depending on skills of local people, could provide employment opportunity locally (12.4.3) Reference to increase in workforce locally due to construction leading to opportunities for local businesses to supply 12.4.4 Consideration to compensation of closure of business and loss of employment identified in 12.4.6 	<ul style="list-style-type: none"> Consider measures to recruit from local population and utilise apprenticeships Opportunity for skills improvement linking with local education providers and engage with D2N2 Local Enterprise Partnership (LEP) 	
LA05	Social cohesion and lifetime neighbourhoods Does the proposal connect with existing communities where the layout and movement avoids physical barriers and severance and encourages social interaction?	<ul style="list-style-type: none"> severance of PRoW & waterways (6.3.5, 14.5.16, 8.4.29) and alternative routes 14.4.1 	<ul style="list-style-type: none"> Consider impact on identified vulnerable groups e.g. older people, young families on demolition of community asset (6.4.26) 	

		<ul style="list-style-type: none"> • Disruption to existing local social activities, e.g. Angling (6.4.9 & 6.4.28) equestrian activities (6.4.30) and local paint ball business (6.4.5) • Demolition of local community setting 'Greenwood Community Centre' which is deemed as significant major adverse effect (for all ages) 6.4.26 • Acknowledgement that construction, including traffic may defer communities from using their usual active travel for accessing services/work (8.4.28, 8.4.29, 8.4.30) • Demotion and impact on emotional wellbeing and sense of community 	<ul style="list-style-type: none"> • Work with community to co-produce plans as part of community engagement • Consider adding additional mitigation of avoiding using important local roads for construction traffic, which will worsen existing congestion and therefore exacerbate commuter stress. 	
--	--	---	--	--

		(6.4.25, 6.4.36, 6.4.19-31)		
LA05	Does the proposal seek to incorporate sustainable design and construction techniques?	Not applicable	not applicable	
LA05	Climate change Does the proposal incorporate renewable energy and ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	Not applicable	Not applicable	
LA05	Does the proposal maintain or enhance biodiversity?	References to effects during construction, avoidance and mitigation documented in 7.4.1, 7.4.45	No comment	
LA05	Health inequalities Does the proposal consider health inequalities and encourage engagement by underserved communities?	Limited focus on Health Inequalities (HI). Reference made to demographic characteristics of whole population (8.3.15) but this is not continued as a theme throughout.	Ensure HI is incorporated in final ES and in the approach to community engagement within the framework Consider further analysis as to whether plans impact negatively or positively on health inequalities	
Historic environment				
Volume 2 Community Area Report LA05 9.2.8	A list of heritage assets is provided but there is a statement made that the scheme is unlikely to have a significant effect on them.	It is far from clear on what basis this assumption of limited effect is made. The sites are uninvestigated, so their extent and state of preservation is not known	Minimising archaeological issues on the basis of limited information is not acceptable and will lead to loss, damage and destruction of archaeological remains.	
9.2.11	The SMR mentions intrusive field evaluation, but this section refers only to	The methodology applied in these area reports should match	As above	While we appreciate access issues may preclude field evaluation or geophysical survey, intrusive and site based

	non-intrusive work, not including geophysical survey.	the stated adopted methodology		survey work should nevertheless be a desired stage of work in accordance with ClfA best practice.
9.3.5	The significance of the area to the South od Redhill has been demonstrated to be of significance ranging from regional to national. It is not an area of “potential activity” – but evidenced.	There needs to be much clearer understanding of what we know and what we do not know		
9.3.6	The Iron Age settlement evidence at Redhill is assessed of moderate value – on what basis?	Explain and justify assessment in the context of evidence for an IA phase to the scheduled Roman site	Assuming arbitrary and minimal archaeological values risks underestimating archaeological risk, leading to destruction and damage of archaeological remains	The moderate value assessment would appear to be at variance with the evidence from excavation.
9.3.8	Iron Age Shield boss assessed as of low value	Reconsider the basis on which assessments of value are ascribed to allow for lack of knowledge, rather than assuming low value because of a lack of evidence.	As above	<p>We will not going to comment on detail on each of the values ascribed to non-designated assets on the basis of completely inadequate information, with the exception of the shield boss. The shield boss provides a good example of the potential dangers of ascribing low value to archaeological findspots or features on the basis of inadequate information.</p> <p>The ritual deposition of high status metalwork, including swords and shield bosses from the Bronze Age onwards is well attested in the Trent and other rivers. Some locations appear to be particularly favoured sites for such deposition. The proximity of this find to the site of the Roman shrine, which the report elsewhere posits has an IA antecedent, should have been identified as significant. The assessment of this rare item as being of low value appears from table 17 of the SMR to be because its “values are compromised by poor preservation or survival or of contextual associations to justify inclusion into a higher grade”.</p> <p>On the contrary, there is a clear archaeological context here – the River Trent in proximity to a probable ritual site.</p> <p>A further concern in this regard is the possibility that it demonstrates some inexperience on the part of the individual(s) preparing the report.</p>
9.3.10	The paragraph refers to evidence of Prehistoric activity, but what is actually being referred to – by and large- are	There needs to be much clearer understanding of what	As above	There needs to be closer attention to the quality of the data, and what it might actually reveal. Is a scatter of Medieval pottery

	casual findspots rather than the results of archaeological prospecting, investigative survey and fieldwork	we know and what we do not know, as well as what additional information is needed in order to understand the archaeology present and its significance.		sherds signs of manuring or the site of a Medieval occupation site?
9.4 onwards	The mitigation measures are so general we see little value in commenting on them in detail.			There are assurances that the right thing will be done, but with concerns over minimising archaeological value and assessing potential on the basis of inadequate and /or flawed evidence, we await to see how the evaluation work progresses.
LA05, map CT-05-430, Redhill Marina	Ratcliffe on Soar viaduct crosses nationally important archaeology, an extension of the Redhill Roman Shrine and Town scheduled monument.	<p>Mitigation needs to involve full total archaeological excavation of areas affected but also needs to consider the impact these excavation areas will have on our long term understanding of the site. Excavating the area of the viaduct piers alone may be insufficient mitigation.</p> <p>Consideration needs to be given to the implications of mineral extraction here before the scheme commences. Proposals to extract mineral in advance of its sterilisation by the viaduct will have major implications for this nationally important archaeology.</p>	<p>Proper understanding of the archaeological context of this regionally and nationally important site.</p> <p>Probable loss of information and understanding.</p>	The archaeological potential of the site is fairly well understood through previous phases of archaeological evaluation in support of previous proposals for minerals extraction – although the area shown on the minerals plan allocation areas differs from areas previously evaluated. The area has a clear archaeological significance, although its early Medieval potential is not fully understood. If the HS2 proposals precipitate extraction of the mineral there may need to be additional predetermination evaluation.
LA05, map CT-05-	River Soar Main Compound	The compound site possibly needs to be moved.	As intrusive investigations are not planned at this stage	There has been no formal archaeological evaluation to the east of the lane leading to Redhill Marina other than for EM Parkway, but we know the field in which the compound is proposed is rich

430, Redhill Marina		The compound area needs archaeological field evaluation	<p>(contrary to the requirements of the NPPF) it is likely mitigation proposals will be inadequate for the importance and complexity of the archaeology present over an extended area.</p> <p>The nature of the soils here means that use of the area as a site compound is likely to cause compaction and subsequent destruction of archaeological deposits and levels</p>	<p>in Roman archaeology. It is likely to be deeply stratified and contain well preserved organic remains.</p> <p>We know there is significant archaeology here, but the complexity and full potential of that archaeology is unknown. We can expect deeply stratified deposits with potentially high levels of organic preservation. Although the construction of the compound may involve only the stripping of topsoils, the use of the compound will inevitably cause compaction of the archaeological deposits, causing unacceptable loss of archaeological remains potentially (almost certainly) of national significance.</p>
LA05, map CT-05-430, Redhill Marina	New access track East of Redhill Farm and balancing pond	<p>Mitigation needs to avoid collateral damage to areas of archaeological sensitivity.</p> <p>The pond needs archaeological evaluation. The track may also require evaluation.</p>	Avoid damage to significant archaeology by considering relocating the track and pond.	<p>As above. The area report notes that shallow surface quarries will probably not be affected. This record is to the north of the compound and the road, but in the same general area. We do not know what these quarries are, but the soils here are deep and black, and probably overlies depths of Roman archaeology. It is possible the quarry pits were dug to remove Roman building material.</p> <p>While the track may feasibly only affect upper levels of this archaeology, the pond to which it leads will probably penetrate into significant archaeology. Extension to the existing track has not been archaeologically evaluated, but is in an area of high archaeological potential.</p> <p>The pond is in an area of high archaeological potential.</p>
LA05, map CT-05-430, Redhill Marina	Redhill Main Compound	Previous ground disturbance needs to be clarified and the site probably needs archaeological field evaluation.	Opportunity to address cumulative damage to this nationally important archaeological landscape not addressed, but simply added to.	High potential for continuation of the Roman urban settlement, but this area is not understood. It would be dangerous to assume that development associated with the power station has destroyed archaeological levels. Without understanding the archaeological potential, mitigation measures are likely to be inadequate. Archaeological finds have been recorded from nearby, but it is not known how the power station has affected ground levels.

LA05, Map CT-05-430-R1	Indicative site of Grid Supply Point	Archaeological field evaluation	Without proper assessment and evaluation of the site the context and hinterland of the important Roman town at Redhill will continue to be eroded through lack of appropriate mitigation	Some, but not all of this site, was evaluated as part of the A453 works. The archaeological potential is unknown but it is highly likely to have some. The value of such potential is currently unknowable. Geophysical investigation has limited usefulness on this geology, so alternative assessment methodologies need to be devised.
LA05 CT-05-431	Trent Crossing into Derbyshire	The archaeological potential of the Trent crossing and floodplain clearly needs archaeological field evaluation	Archaeological potential underestimated.	It is a concern that the archaeological report ascribes low value to the find of an Iron Age Shield boss from the River in the area. The find of such a high status piece of metalwork is worthy of note in any circumstance, but in such close proximity to the Redhill shrine it should have been identified as a potential ritual deposit, and the likelihood explored that this was a favoured location for such deposits.
LA05 CT-05-433	EM Hub	The industrial and pre-industrial archaeological potential of the area needs to be clarified.	Archaeological potential underestimated.	It will not be possible to identify appropriate mitigation measures without undertaking intrusive archaeological works. There is the potential here for ground remediation works to conflict with archaeological requirements. The provision of new balancing ponds will impact upon water courses which have been used as power sources since at least the Medieval period.
LA05 CT-05-430a	The new road infrastructure of the EMH	These will have a major impact upon the archaeology of the Erewash and its floodplain.	Archaeological potential underestimated.	The geoarchaeological potential of the Erewash needs to be understood in detail. We have very little idea what archaeological deposits will be impacted by the scheme because there has been little fieldwork in the area.
CT-06-434a	New balancing ponds and landscaping	As above	As above	As above
CT-05-434a	HS2 line	As above	As above	As above – but in addition the line will cross the early Medieval river crossing which is referred to in the place name, Stapleford; the name suggests there may be markers for the crossing (if the stapol is not the Anglo Saxon stone cross now in the village).
CT-06—435a	New balancing ponds and landscaping	As above	As above	As above
LA05, map CT-05-431	Impact on Thrumpton Hall design parkland and conservation area of Redhill Tunnel, Long Eaton and Toton viaduct.	Acknowledgement of direct impact (non-designated parkland and designated CA)	Restoration/enhancement of heritage of design landscape, not just focus on nature	9.3.5 of the Environmental Baseline is missing reference to the non-designated design parkland of Thrumpton Hall. Section 9.4.5 regarding temporary effects should make reference to

		and setting impacts (Grade I listed hall; CA)	conservation of 'woodland habitat creation' (9.4.5). Off-site mitigation in the form of repairs to designated and non-designated components of Thrumpton Hall, conservation area and parkland	heritage of design landscape not just focus on nature conservation of 'woodland habitat creation'.
LA05, map CT-05-429b	Impact of Ratcliffe-on-Soar viaduct on Holy Trinity Church, Ratcliffe on Soar (grade I); Manor Farmhouse (grade II) and Thrumpton conservation area.	Setting of grade I and II listed buildings and conservation area needs to be considered	No reference in section 9.3	Setting of grade I listed Holy Trinity Church is not referred to in the text of section 9.3, but the Ratcliffe-on-Soar viaduct will be within visual and audio influence of the church and Manor Farmhouse (grade II listed) and Thrumpton Conservation area.
LA05, map CT-05-433	Impact of East Midlands Station and main compound on non-designated heritage interest of existing Toton sidings.	Acknowledgement and consideration of the railway heritage interest of the Toton sidings.	No reference in section 9.3. The proper identification and recording of heritage interest stemming from the railway history of the site.	It is acknowledged in section 9.3.18 that Toton Sidings were the largest of their type in Europe in the 1950s. This is substantial C20th heritage interest linked to the colliery industry of the 1950s and proceeding WWII period.
Landscape and visual assessment				
LA05 – Ratcliffe on Soar to Long Eaton	The height and design of the proposed Long Eaton to Toton viaduct should be considered	Consider the design of a major viaduct structure, that is not visually intrusive.	The opportunity to design a major viaduct structure that is not visually intrusive will be lost.	Given the proposed height of the Long Eaton to Toton Viaduct, there will be extensive views along the open Trent Valley Corridor, between the wooded escarpment to the south and the urban edge to the north. The impact on views will be impossible to screen but a 'slender and elegant' structure will help to minimise the visual impact in this location.
LA05 - Ratcliffe on Soar to Long Eaton	The landscape and ecological mitigation of Toton Station East Midland Hub, needs to be more carefully considered	More carefully consider the design of Toton Station East Midland Hub	The opportunity to more carefully consider the design of Toton Station East Midlands Hub will be missed	Greater detailed design consideration is required concerning the landscape and ecological mitigation of Toton Station East Midland Hub site, due to the significant loss of Green Infrastructure
Sound, noise and vibration				
LA05 Radcliffe on Soar to Long Eaton	Potential significant airborne construction noise - Toton and Stapleford	Mitigation to avoid/reduce	Not considered at this stage	Site specific mitigation measures to follow in ES
LA05 Radcliffe on	Construction Traffic Impact on B5010 Derby Rd Stapleford to Nuthall area and	Consideration impact of construction traffic	Not considered in detail at this stage	The report states that the magnitude and extent of effect will depend on the level of construction traffic using the road. Residual significant temporary noise or vibration effects will be

Soar to Long Eaton	nearest residential and non - residential sensitive receptors			reported in the formal ES to follow later which will consider any amendments to construction routes considered necessary as part of the further work being undertaken.
LA05 Radcliffe on Soar to Long Eaton	Operational noise general	Reduction of airborne noise effects to avoid likely significant adverse effects	Not considered in detail at this stage	<p>The trains in this area will operate at speeds of up to around 280kph, however the majority of trains which are calling at the station will be slower on the approaches to the station.</p> <p>Mitigation, including landscape earthworks and noise fence barriers would substantially reduce the potential airborne noise effects that would otherwise arise from the Proposed Scheme. It is anticipated that the mitigation would avoid likely significant adverse effects due to airborne operational noise on the majority of receptors and communities.</p>
LA05 Radcliffe on Soar to Long Eaton	Operational noise Toton (occupants of residential properties in the vicinity of Lonsdale Drive and Banks Road, located closest to the Proposed Scheme).	Reduction of airborne noise effects to avoid likely significant adverse effects	Not considered in detail at this stage	See above
LA05 Radcliffe on Soar to Long Eaton	Operational noise (occupants of residential properties in the vicinity of Bessell Lane, Kelvin Close and Midland Avenue, located closest to the Proposed Scheme).	Reduction of airborne noise effects to avoid likely significant adverse effects	Not considered in detail at this stage	See above
LA05 Radcliffe on Soar to Long Eaton	Indication that may be exceedance maximum noise levels in vicinity Bessel Road, Stapleford Rd.	Identify those properties that may be eligible for noise insulation	Not considered in detail at this stage	See above
Traffic and transport				
WDES Volume 2 Community Area report LA05 Ratcliffe on Soar to Long Eaton. Paragraph 2.1.27	Concern that the decommissioning of the Ratcliffe on Soar Power station has not been considered.	Clarification re the R on Soar power station future use and decommissioning timetable.	The ES needs to consider the possible cumulative impacts of major works at the R On Soar power station.	It is understood that the R On Soar power station may be decommissioned around 2025. The ES needs to consider the possible cumulative impacts of major works at the R on Soar power station.

WDES Volume 2 Community Area report LA05 Ratcliffe on Soar to Long Eaton. Paragraph 2.2.26 to 2.2.29	Concern that the proposed new highway infrastructure in Nottinghamshire may not be feasible and will require departures from standards	The ES should report what departures from standards would be required at every highway interface.	Prior approval of Departures from Standard would have given added confidence in the design process and confidence that the scheme can go ahead in the form proposed.	There are a number of locations, in particular the realignment of the B5010 Derby Road in Stapleford where it is thought necessary to deviate from normal engineering standards. The ES should report what departures from standards would be required at every highway interface.
WDES Volume 2 Community Area report LA05 Ratcliffe on Soar to Long Eaton. Paragraph 2.2.31	The description of the East Midlands Hub station appears to make no allowance for a vehicle / tram route across the HS2 lines in an East- West direction.	To safeguard a corridor across the hub station to allow for future multi modal extensions between Nottingham and Long Eaton (and beyond)	Misses the opportunity to provide for a multi modal interchange and fully integrate travel opportunities locally.	The description of the East Midlands Hub station appears to make no allowance for a vehicle / tram route across the HS2 lines in an east- west direction. Similarly it is not clear if direct vehicle access can be gained through the HS2 hub station between the A6005 and A52 (T). Without a through route the likelihood of buses diverting to serve the site is minimal.
WDES Volume 2 Community Area reports LA05 14.5	Avoidance and mitigation measures doesn't include all of the options that we would expect to be included – e.g. doesn't include any travel planning with station workers, or station users	Targeted personal travel planning with staff and residents (as a proven mechanism for changing travel behaviour) should be included in the mitigation measures.	The ES doesn't (but needs to) include all proven mitigation measures	Surveys of the station users would identify areas within walking, cycling and public transport distance that station users are travelling from by car which could then be targeted for personal travel planning. The scheme promoter would also be expected to provide funding for all mitigation and should therefore commit to do so.
WDES Volume 2 Community Area reports LA05 14.5.5	Key operation transport issues – currently unable to determine the level of traffic generated by the HS2 hub and therefore the mitigation required	Following completion of the transport modelling the ES should consider and include all potential mitigation.	The ES doesn't (but needs to) include all proven mitigation measures.	Would expect the scheme promoter to discuss and agree measures to mitigate traffic generated by the operation of HS2 hub with the LHAs. The scheme promoter would also be expected to provide funding for all mitigation and should therefore commit to do so.
WDES Volume 2 Community Area reports	Parking and loading – nothing included in the mitigation concerning addressing the impacts of displaced parking on the highway network	Full assessment of the likely impacts of displaced parking on the highway network needs to be	Could miss significant impacts as assessment doesn't undertake an assessment of the impacts of parking; or	Would expect the scheme promoter to assess the likely impacts of displaced parking on the highway network; and then to discuss and agree measures to mitigate these impacts with the traffic generated by the operation of HS2 hub with the LHAs.

LA05 14.5.12 LA05 14.5.26		undertaken and mitigation provided	therefore the mitigation required to address the likely impacts.	The scheme promoter would also be expected to fund mitigation measures should displaced parking issues arise following the implementation of road improvement schemes and/or the start of the operation of HS2 (and set aside funding in case such impacts arise in the future).
Water resources and flood risk				
LA-05, CT-05/06-434a - Toton, Bessel Lane / Trowell / A52 area	There is evidence of known flooding issues within this area.	Ensure that causes of historic flooding are considered and that there will be no increases to the flood risk in the area.	Bessel lane is in close proximity to the proposed HS2 hub station and should be addressed	We have reports of flooding within this area that should be investigated further to establish flood mechanisms. Options for alleviating flood risk should be identified and considered as part of the works and it should be ensured flood risk is not increased as a result of the proposals.

Community Area 06 - Stapleford to Nuthall

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
ES Vol. 2 LA06 (7.3.5), CT-05-440a and CT-05-441a	Potential impacts on Sellers Wood SSSI, Bulwell Wood SSSI and Annesley Woodhouse Quarries SSSI	Protection of SSSIs during works		All three sites are adjacent to land required for the Proposed Scheme. It is imperative that these sites are protected from indirect impacts.
ES Vol.2 LA06 (2.2.27), CT-05-440A	Loss of New Farm Wood Ancient Woodland	Retention of as much of the woodland as possible		The loss of this ancient woodland in its entirety, largely to accommodate construction works, is wholly unacceptable. Ancient woodland is an irreplaceable habitat, and working areas must be designed so that this woodland can be substantially retained.
Health				
LA06	Housing quality and design Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people?	Extensive demolition a total of 72 buildings affecting residential properties and commercial sites to include a garage , 2 rural farms, police	Community Engagement is essential as the impact to the neighbourhood quality and character should not be underestimated. Therefore any future	

		<p>station and medical facilities .</p> <p>A total of 5 Satellite compounds to be developed to support the construction and demolition.</p> <p>Sections: 2.3.31-2.3.32, 2.3.54, 2.3.60, 2.3.77, 2.3.87, 2.3.92, 4.4.36</p> <p>The creation of viaducts, cuttings, embankments and tunnels will impact on the three areas. Options appraisal are defined specifically for the Strelley Tunnel.</p> <p>Map p28 2.3.21 and section 2.5, 2.3.6</p> <p>Reference made to the draft code of construction practice (CoCP) is advocated as well as the inclusions of Local Environmental Plans (LEMP)</p>	<p>housing due to the demolition needs to reflect the different housing types.</p> <p>In addition the level of compensation for example the impact to 2 rural farms cannot be fully assessed at this point. Therefore should be addressed within the formal ES.</p> <p>The draft Code of Construction Practice (CoCP) refers to community engagement framework delivered by experienced community relations personnel. To consider the inclusion of existing partnership linked to the Local Authority and the Health and Wellbeing Boards e.g. local voluntary sector organisations</p> <p>Consider adding: commission access to expert counselling services for dealing with loss related to demolition.</p>	
	Does the proposal promote development that will reduce energy requirements and living costs and ensure that homes are warm and dry in winter and cool in summer	Not Applicable	Not Applicable	
LA06	Access to healthcare services and other social infrastructure	Health Section 8 Community Impact to the Stapleford to	Consider Consultation and stakeholder engagement due to the	

	<p>Does the proposal seek to retain, replace or provide health and social care related infrastructure?</p>	<p>Nuthall area parishes of Sandiacre, Stanton-by-Dale, Trowell, Strelley and Nuthall. Rural, with villages including Strelley and Nuthall and a scattering of isolated dwellings and farmsteads. There is a number of Primary and Secondary Schools in the location of the development (section 2.1). The pertinent areas to Nottinghamshire are Stapleford and Nuthall. Reference to the Scope and Methodology Report (SMR) should be commended acknowledged the identification and an assessment of health determinants to include to include temporary and permanent impact affecting the following areas</p> <ul style="list-style-type: none"> - Neighbourhood quality; - Access to services, health and social care; - Access to green space, recreation and physical activity; and 	<p>risk of loss of community assets and loss of property. The demolition of fertility clinic (CARE Fertility Nottingham) will have access implication for Nottinghamshire wide residents.</p> <p>Potential travel disruptions across all the communities must be consider to access health and social care amenities particularly the most vulnerable the elderly population in rural settings. The impact of the well-being of the school community e.g. Young people with special needs for autism school and a secondary school pupils access to their schools.</p> <p>Moo-Haven animal rescue centre to be closed for approximately four years and six months and permanent loss of 5.8% of land: a major adverse effect which would be significant due to its links autistic children engagement with the welfare of the animals (see EIA</p>	
--	--	---	--	--

		<ul style="list-style-type: none"> - social capital - neighbourhood quality <p>The demolition of a fertility clinic (CARE Fertility Nottingham) on Lawrence Drive in the Nottingham Business Park. The nearest alternative CARE facilities located in Leicester and Derby.</p>	summary and Checklist).	
	Does the proposal address the proposed growth/ assess the impact on healthcare services?	<p>Chapter 8 Health and Map 28 section 2.3.29 construction compounds (workforce population numbers)</p> <p>There is reference to the demolition of a fertility clinic medical facility (CARE Fertility Nottingham) as stated above. Otherwise there is no other consideration to health and care infrastructure given the increases in the work force to support the construction and satellite compounds.</p>	Consider the inclusion of the impact of the reduce fertility clinic care as part of the EIA.	
	Does the proposal explore/allow for opportunities for shared community use and co-location of services?	There is no reference to co- location of services following the demolition of a fertility clinic medical facility (CARE Fertility Nottingham)	To be considered as part of the EIA and the formal ES.	
LA06	<p>Access to open space and nature</p> <p>Does the proposal seek to retain and enhance existing and provide new open</p>	Section 2.1.11 the route of the proposed scheme would cross	Landscaping and woodland habitat creation considered as	

	and natural spaces to support healthy living and physical activity?	<p>several public rights of way (PROW) including bridleways and public footpaths, which provide important links between scattered dwellings and surrounding villages.</p> <p>11.1.4 – 11.3.18 landscape character areas (LCA) significantly affected has been subdivided into fifteen LCAS. & areas will be significantly affected within the Stapleford to Nuthall area</p> <p>Impacting on tranquillity through the introduction of vehicles and large-scale machinery.</p> <p>A loss of playing fields the viewpoints most likely to be impacted see viewpoint location maps la0 6 map book series lv – 03 and lv – 04</p> <p>Reference to mitigation set out in the draft code of contract action practice (Co CP) as stated however this is suggested where it is reasonably practical and assessment as part of the ES</p>	<p>part of the ES to mitigate against the negative impact to the communities.</p> <p>To consider the above as part of the involvement of the affected communities via inclusion within the community engagement framework</p>	
	Does the proposal promote links between open and natural spaces and	<p>Section 2.1.11</p> <p>References to impact of physical activity</p>	<p>PROW to be considered as part of the formal ES and for</p>	

	areas of residence, employment and commerce?	<p>/active travel due to the loss and realignment of PROW and increased Construction traffic.</p> <p>Section 8 and 6.4.6 .The loss of open space potential impact on mental and emotional wellbeing of residence.</p> <p>A loss of recreational playing fields has been reference alongside the significant percentage impact to the communities</p>	inclusion in the draft CoCP measures that will mitigate any negative impact.	
	Does the proposal seek to ensure that open and natural spaces are welcoming, safe and accessible to all?	As above	As above	
LA06	<p>Air quality, noise and neighbourhood amenity</p> <p>Does the proposal seek to minimise construction impacts such as dust, noise, vibration and odours?</p>	<p>Section 2.4</p> <p>The report outlines that there will be 11 trains hour each way passing through the Stapleford to Nuthall area. Services expected to operate between 05:00 and midnight from Monday to Saturday and 08:00 and midnight on Sunday. at speeds of up to 225mph (360kph).</p> <p>Mitigation references:</p> <p>2.2.12 Noise fence barriers and Landscape planting and woodlands</p> <p>2.4. 7 maintenance and disposable waste material a nominated undertaker.</p>	Ensure that avoidance and mitigation processes are detail ed assessments present in the ED	

		<p>13.5.5 procurement process of trains and track utilising international technology to enable the railway to be quieter</p> <p>5.3.6/3 the identification of sensitive receptors to changes in air quality and the generation dust – impact on the community schools and businesses.</p> <p>Mitigation references:</p> <p>5.4.1 draft code of construction practice (Co CP) reference to Institute of Air Quality Management (IAQM) section 13</p> <p>noise management criteria during evening and night-time operations period</p> <p>noise insulation or temporary re – housing for qualifying properties</p>		
	Does the proposal seek to minimise air pollution caused by traffic and employment/ commercial facilities?	As above	As above	
	Does the proposal seek to minimise noise pollution caused by traffic and employment/ commercial facilities?	As above	As above	
LA06	<p>Accessibility and active transport</p> <p>Does the proposal prioritise and encourage walking (such as through shared spaces) connecting to local walking networks?</p>	<p>Section 14.2.4</p> <p>Public Rights Of Way Survey (PROW)</p> <p>Qualitative assessment assess the</p>	<p>Ensure that the involvement of the affected communities via enablement & inclusion within the</p>	

		<p>pedestrian and cycle activity along the footpaths of the local roads affected by the proposed scheme.</p> <p>Nine bus routes operate on five roads that are crossed by the route of the Proposed Scheme includes a school bus.</p> <p>Mitigation references to The draft Code of Construction Practice (CoCP) and the development of local traffic management plans.</p> <p>Proposed alternative sustainable modes of transport or vehicle sharing for construction workforce and visitors – travel plan framework.</p> <p>Temporary road closures and diversions - increase travel times congestions and delay will be an issue.</p> <p>In addition temporary bus route diversions and relocation of bus stops affecting three bus routes that includes a school bus.</p> <p>The realignment of some of the PRow would increase journey distance and time for non-motorised users</p>	<p>community engagement framework of the draft Code of Construction Practice (CoCP).</p> <p>Ensure the earliest involvement of the relevant Local Authority personnel to develop the local traffic management plans.</p>	
--	--	---	--	--

		and may result in significant effects		
	Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes) connecting to local and strategic cycle networks?	As above	As above	
	Does the proposal support traffic management and calming measures to help reduce and minimise road injuries?	As above	As above	
	Does the proposal promote accessible buildings and places to enable access to people with mobility problems or a disability?	As above	As above	
LA06	Crime reduction and community safety Does the proposal create environments & buildings that make people feel safe, secure and free from crime?	Sections: 2.3.31-2.3.32 The Satellite compounds and the workforce of over 2000 over the duration of the development. Section 8.4.35 Acknowledgment that through community consultation fostering and maintaining good relationships between workforce and community. Suicide prevention is not referenced in the draft tween workforce and community	Consider the inclusion of security measures in the ES as the sites may impact on community safety Consider including mitigation measures relating to suicide prevention as part of the formal ES. Specific consideration to measures such as signage, staff training and bereavement support	
LA06	Access to healthy food Does the proposal support the retention and creation of food growing areas, allotments and community gardens in order to support a healthy diet and physical activity?	Section 11.3 Allotment s have been cited as part of the Environmental baseline.	Consider the impact this scheme has on access to healthy food as part of the ES, including growing areas, allotments and community gardens	

			Opportunity for local people to design food growing areas in new green spaces	
	Does the proposal seek to restrict the development of hot food takeaways (A5) in specific areas?	No mention of hot food takeaways	Any future commercial developments which are established from the Proposed Scheme should consider restrictions in hot food takeaways (A5)	
LA06	Access to work and training Does the proposal seek to provide new employment opportunities and encourage local employment and training?	2.1.12 The socio – economic profile identifies that the professional, scientific and technical sector accounts for the largest proportion of business (14%), with construction (13%) followed by retail (10%) and manufacturing (8%). 12.4.8 - Table 32 – 12.4.19 Potentially significant effects on business activities and employment due to the development demolition of business units at Nottingham Business Park. Estimated 1,063 jobs ¹³⁷ would either be displaced or possibly lost within the Stapleford to Nuthall area. 12.4.2 Premises demolished with their occupants	Consider measures to recruit from local population and utilise apprenticeships Opportunity for skills improvement linking with local education providers and engage with D2N2 Local Enterprise Partnership (LEP)	

		and employees needing to relocate to allow for construction of the Proposed Scheme. Potential employment opportunities arising from construction employment creation has been considered as part of the route-wide assessment (see Volume 3: Route-wide effects).		
LA06	Social cohesion and lifetime neighbourhoods Does the proposal connect with existing communities where the layout and movement avoids physical barriers and severance and encourages social interaction?	Section 2 Strelley and Nuthall (Nottinghamshire County) are villages Public Rights of way (ProW) as a recreational resource and provides links to scattered dwellings and surrounding villages are impacted by the development 2.1.10 The Strelley and Nuthall villages are located closer to the Proposed Scheme, and have fewer local services and community facilities	Ensure that the involvement of the affected communities via enablement & inclusion within the community engagement framework of the draft Code of Construction Practice (CoCP).	
LA06	Minimising the use of resources Does the proposal seek to incorporate sustainable design and construction techniques?	Not applicable	Not applicable	
LA06	Climate change Does the proposal incorporate renewable energy and ensure that buildings and public spaces are	Section 10 Flood risk monitoring	No comment	

	designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?			
	Does the proposal maintain or enhance biodiversity?	Section 7 Ecology and Biodiversity outlines important sites of special scientific interest (SSSI) as significant areas for focus.	To ensure full impacts on biodiversity are explored in the formal ES and attempts made to ensure biodiversity is enhanced.	
LA06	Health inequalities Does the proposal consider health inequalities and encourage engagement by underserved communities?	Section 8 Demographic and health profile undertaken however the statements appear quite generically applied to all Community Area Reports There is no clear focus on health inequalities (HI).	Ensure HI is incorporated in final ES and in the approach to community engagement framework. Consider further analysis as to whether plans impact negatively or positively on health inequalities	
Historic environment				
(LA06) CT-05-434b	Derby Road over bridge and HS2 line	These will have a major impact upon the archaeology of the Erewash and its floodplain.	Archaeological potential underestimated.	The geoarchaeological potential of the Erewash needs to be understood in detail. We have very little idea what archaeological deposits will be impacted by the scheme because there has been little fieldwork in the area. As above – but in addition the line will cross the early Medieval river crossing which is referred to in the place name, Stapleford; the name suggests there may be markers for the crossing (if the stapol is not the Anglo Saxon stone cross now in the village).
LA06 CT-05-436	Compounds and line of HS2	Mitigation proposals based on good evidence	Highly likely that archaeological issues will be underestimated here.	Lack of fieldwork in area has led to under-representation on the HER. Early coal mining remains of archaeological potential, but these also mask earlier remains. Need to adopt positive response to evaluation and mitigation.
LA06 CT0-06-436	Balancing ponds and earthworks.	Mitigation proposals based on good evidence	Highly likely that archaeological issues will be underestimated here.	Lack of fieldwork in area has led to under-representation on the HER. Early coal mining remains of archaeological potential, but these also mask earlier remains. Need to adopt positive response to evaluation and mitigation.
LA06 CT-05-437	HS2 and compounds	Early coal mining remains need	As above.	As Above

		identification and mitigation		
LA06 CT-05-438	HS2 and compounds	Good comprehension of the landscape archaeology associated with Strelley Hall, and mitigation measures to match the loss of landscape features and early mining remains.	As above.	Significant piece of historic landscape, already damaged by M1. The archaeological features need to be disentangled and understood properly; mining remains, of interest in their own right, may obscure other parkland features. Strelley Hall contains the remains of an important Medieval fortified tower house, the associated park is early and long lived. However, a lack of fieldwork in area has led to under-representation on the HER. If the tunnel is bored this will reduce potential for damage. Need to adopt positive response to evaluation and mitigation.
LA06 CT-06-438	Landscaping and tree planting	Consideration of the suitability – or otherwise- of block tree planting	Opportunity to restore landscape to that more typical of historic parkland.	Mitigation planting should respect the historic parkland.
LA06 CT-05-439	HS2 route and compounds	Need good understanding of the remnants of the historic parkland around Nuthall, so that appropriate mitigation measures can be identified. Impact on the historic core of the village needs to be understood again so appropriate mitigation measures can be identified	Loss of landscape features, loss of archaeological information.	Another complex area, where early coal mining remains are in amongst historic parkland features. It would be easy to dismiss the landscape here as damaged beyond legibility by the M1 and other unsympathetic modern development. There are areas and views of significance, and they need to be appreciated and understood so that appropriate mitigation measures can be identified.
LA06 CT-06-439	Landscaping and planting	Consideration of the suitability – or otherwise- of block tree planting	Opportunity to restore landscape to that more typical of historic parkland.	Mitigation planting should respect the historic parkland.
LA06 CT-05-440a	Route, earthworks and compound	Woodland may conceal well-preserved archaeological remains – needs Lidar.	Loss of landscape features, loss of archaeological information.	Early coal mining remains in the area, need identifying and appropriate mitigation. Earlier archaeological features may also exist here, but effectively be masked by post Medieval activity. There has been very little archaeological fieldwork in the area, so it would be very easy to under-estimate archaeological potential.

		Early coal mining remains need appropriate mitigation. Area under-represented on the HER – needs proper evaluation.		
LA06 CT-06-440a	Landscaping and ponds	As above	As above	As above.
LA06 CT-05-441a	Route, earthworks and compound	Woodland may conceal well-preserved archaeological remains – needs Lidar. Early coal mining remains need appropriate mitigation. Area under-represented on the HER – needs proper evaluation.	As above	Early coal mining remains in the area, need identifying and appropriate mitigation. Earlier archaeological features will also exist here, but effectively be masked by post Medieval activity. There has been very little archaeological fieldwork in the area, so it would be very easy to under-estimate archaeological potential. Lidar of Hellhole wood and adjacent areas of woodland shows extensive earthworks, all of which are unrecorded on the HER.
LA06 CT-06-441b	Planting, ponds and mitigation	As above	As above	As above.
LA06, map CT-06-438	Trowell Moor Cutting No.2 (Strelley Portal) and mined tunnel	Acknowledgement of Strelley Conservation area (9.3.4 fails to mention it). Reference to the permanent effects on All Saints Church and other designated listed buildings Strelley – which will be of high magnitude and a significant adverse impact. Acknowledgement of the non-designated	Design of the tunnel portal at the southern entrance to Strelley should be considered in detail to ensure that the appropriate landscape mitigation is utilised, taking into consideration the design landscape of Strelley Hall and the setting of All Saints Church. Off site mitigation to enhance the condition of heritage assets affected.	Permanent additional blighting of Home Farm Nuthall, and other designated assests within the noise and visual influence of HS2 should be mitigated. Noise barriers are visually intrusive in their own right and the lack of space for landscaping measures limits opportunities. Alternative schemes to enhance the heritage assets affected are appropriate. In particular the 'blight' impacts should be addressed through capital works that reflect the devaluing of the assets for economic uses. This work could be undertaken directly, by HS2, led by conservation expertise to ensure the improvements in the fabric of the assets is delivered to appropriate standards and timescales. Conservation repairs should be undertaken at the following sites: <ul style="list-style-type: none"> All Saints Church Strelley (1248224); Strelley Hall, Stables, kitchen garden and icehouse (1248225; 1277994; 1278007; 1248330)

		historic parkland of Strelley Hall.		<ul style="list-style-type: none"> Strelley Conservation Area (public realm works – wall repairs, Monk stones conservation) Strelley Hall ancillary buildings: garden wall; ice house etc.
LA06, CT-06-439&440a	Nuthall, J26 M1	Acknowledge effects on Nuthall Conservation area, designated listed buildings and non-designated historic parkland.	Permanent adverse noise should be formally acknowledged, impacts on: Home Farm Nuthall (B@R); Nuthall Conservation Area; St Patrick's church and other listed buildings on Nottingham Road; Nuthall Temple parkland.	<p>Permanent additional blighting of Home Farm Nuthall, and other designated assets within the noise and visual influence of HS2 should be mitigated. Noise barriers are visually intrusive in their own right and the lack of space for landscaping measures limits opportunities. Alternative schemes to enhance the heritage assets affected are appropriate. In particular the 'blight' impacts should be addressed through capital works that reflect the devaluing of the assets for economic uses. This work should be undertaken directly, by HS2, led by conservation expertise to ensure the improvements in the fabric of the assets is delivered to appropriate standards and timescales.</p> <p>Conservation repairs should be undertaken at the following sites:</p> <ul style="list-style-type: none"> Nuthall designated heritage identified on the 'at risk' registers (HE and NCC): Summer House (ref 1246177); Home farm (1248230;1277939); Garden Bridge (1249173). Nuthall designated heritage not on H@R: Nuthall Temple gate pier (1248188); 1, 3, 7 Nottingham Road (1248184;1248185;1278021); Old Rectory and adjoining rectory grange (1278022); St Patrick's Church and churchyard (1248182;1248183)
LA06, CT-06-442	Beacon Hill Farm	Not on HER but seems to be on the Sanderson map.	Note the effects on a non-designated heritage asset	Requires further on-site investigation to establish heritage interest.
Landscape and visual assessment				
9.2	The difference between the SMR and the actual methodology apparently being used has been noted in response to LA05			
9.3.7	Assessment of moderate and low value are based on inadequate evidence	Assessment criteria need to be re-considered. Limited evidence is not evidence of limited		Assessment process is flawed.

		archaeological potential.		
9.3.9-11	These three paragraphs demonstrate limited familiarity with the evidence (such as it is) and its potential meaning.	The information needs to be properly considered, with survey and evaluation undertaken to properly understand the archaeological potential of each area.		Again, probably little point in exploring the issues in any detail, other than picking up on one particular statement; "From excavated evidence it appears that most Roman sites in this area were abandoned after 70AD". We can only think this bizarre comment comes from the Broxtowe fort excavation report, such as it was. The two excavators could not agree on the nature of the site they jointly dug. The excavation was undertaken in the 1930's. Many more sites in the area have been dug or evaluated since, and yes, most date to after AD70, but vary from the 2 nd , 3 rd and 4 th Centuries AD.
9.3.12	It would be good to see landscape and topographic consideration of the two churches and the river in an early Medieval context. Is the A/S cross the "stapol" of the place name?	Need to consider the landscape relationship and legibility of the two churches and the river crossing.	Failure to try and understand the fragments of significant landscape history	
9.3.13	Strelley Hall has a Medieval core, and is surrounded by a moat	Need to consider the parkland and early industrialisation of the Strelley estate	Failure to try and understand the fragments of significant landscape history	Although damaged, this is an important and incompletely understood piece of historic landscape.
9.3.14	It is good to see consideration of the early mining remains, also known as bell pits. No mention of the historic landscape around Nuthall, hammered by the M1 and other modern development, but with landscape features still extant and legible.	Need to consider how to differentiate between different mining techniques and what recording /protection examples affected require	Loss of important examples of early mining. Loss of opportunity to characterise mining remains, some potentially of national significance	The earliest bell pits did not join up underground, as indeed 9.3.14 states, but later ones, possibly from 16 th /17 th century did, and were the beginning of pillar and stall working, which may well have developed first here in Notts, possibly in connection with the development of pumping systems; the various brainchildren of Huntington Beaumont and the Willoughbys.
9.4 onwards	Mitigation measures are so general as to preclude useful comment at this stage.			
Area Maps – LA06 Stapleford to Nuthall Map CT-05-435b Construction phase WDES	The location of the proposed main compound at Stanton Gate should be reconsidered.	An alternative location for the main compound should be considered.	The opportunity to agree an alternative location for the main compound, which has less landscape character impact, will be missed	The proposed main compound at Stanton Gate is poorly located within the Erewash Valley landscape. The total land take for the construction works is vast, and this impacts an area with significant landscape character.

<p>Area Maps – LA06 Stapleford to Nuthall</p> <p>Map CT-05-438 Construction phase WDES</p> <p>Map CT-06-438 Proposed scheme WDES</p>	<p>The proposed woodland mitigation, adjacent to the southern tunnel entrance, will screen long distance views from historic buildings within the Strelley Conservation Area</p>	<p>Amend the design of the mitigation proposed from proposed woodland to a proposed hedge line</p>	<p>The opportunity to add more carefully designed mitigation will be missed</p>	<p>Strelley Conservation Area and Strelley Hall Historic Park and Garden</p> <p>The southern tunnel entrance immediately abuts the boundary of the Strelley Conservation Area. The northern tunnel entrance emerges outside the boundary of the Conservation Area.</p> <p>A proposed area of woodland with a surrounding hedgerow is shown as mitigation between the southern tunnel entrance and Strelley Hall and All Saints Church. The EMD Team would not recommend this proposed mitigation because this closes down long-distance views from Main Street, over the M1 Corridor, to wooded skylines on distant ridge lines to the south west: which are characteristic of this part of Nottinghamshire. A carefully positioned hedge line could achieve the same screening effect without closing down the views from Main Street completely</p>
Sound, noise and vibration				
LA06 Stapleford to Nuthall	Potential significant airborne construction noise effects Stapleford, Trowell, Strelley, Nuthall	Reduction of airborne noise and vibration effects to avoid likely significant adverse effects	Not considered in detail at this stage	The report states that mitigation measures to be employed during construction could avoid or reduce noise and vibration likely significant effects, with any residual locations experiencing noise or vibration likely significant effects to be reported in the formal ES to follow later which will identify any site-specific mitigation as part of the further work being undertaken
LA06 Stapleford to Nuthall	Adverse construction noise or vibration effects on the nearest parts of residential communities and nearest noise sensitive non-residential receptors B6003 Toton Lane, A609 Nottingham Rd.	Reduction of airborne noise and vibration effects to avoid possible significant adverse effects	Not considered in detail at this stage	The report states that the magnitude and extent of effect will depend on the level of construction traffic using the road. Residual significant temporary noise or vibration effects will be reported in the formal ES to follow later which will consider any amendments to construction routes considered necessary as part of the further work being undertaken.
LA06 Stapleford to Nuthall	Potential significant effects during operation on Stapleford (Derby Rd) and Trowell (Trowell Park Drive)	Reduction of airborne noise and vibration effects to avoid possible significant adverse effects	Not considered in detail at this stage	<p>Taking account of the avoidance and mitigation measures the initial assessment has identified effects on a precautionary basis with the potential to be considered significant on a community basis due to increased airborne noise levels in line with the SMR at or around the identified Nottinghamshire Locations.</p> <p>Mitigation, including landscape earthworks and noise fence barriers would substantially reduce the potential airborne noise</p>

				effects that would otherwise arise from the Proposed Scheme. It is anticipated that the mitigation would avoid likely significant adverse effects due to airborne operational noise on the majority of receptors and communities.
Traffic and transport				
LA06, map CT-06-434b, Bessell Lane and B5010 Derby Road Alterations and Drg. No. 2DE02-ACI-HW-DPP-L002-229400 B5010 Derby Road 222-S2 Plan & Profile	1. Creating a direct link along Bessell Lane from the B5010 Derby Road to the A52 Trunk Road and the new HS2 Station hub is totally inappropriate for the existing local highway network and urban area. If this direct link is required for other reasons then the proposals are completely inadequate. Bessell Lane would need to be widened, straightened and the junction with Derby Road significantly upgraded (roundabout or traffic signalised with additional lanes). 2. The excessive raising of Derby Road over the HS2 line resulting in it being 2m higher than existing level at the centreline of the Bessell Lane junction. This creates unacceptable visual intrusion (presence of substantial retaining walls directly adjacent residential and retail properties), cutting off access (pedestrian and vehicular) to existing adjacent properties.	1. Bessell Lane <u>not</u> to be directly linked from Derby Road to the A52 and HS2 station and therefore to be stopped off at a suitable point and remain in it's present state as a residential/ light industrial access road. 2. HS2 line to be lowered so as to avoid any raising of the existing Derby Road. 3. Any necessary change to the Derby Road overbridge structure will be significant (possibly total re build) and hence the Highway Authority would expect HS2/Network Rail to own and maintain the resultant structure – at present the Highway Authority is responsible for the structure.		No vertical design is shown for the Bessell Lane approach to Derby Road. There is sub-standard stopping sight distance for Derby Road eastbound approach to Bessell Lane junction and substandard visibility to the right for vehicles turning out of Bessell Lane. Approach gradients to the crest are too steep (6%). The existing gradient is 3.8% on the west approach and 2.4% on the east approach. The proposed should be no steeper than the existing especially as there are side road junctions on both approaches which if the proposed gradients were steeper then unacceptable/unsafe adverse cambers would be created for certain turning manoeuvres. Most of the crest and sag K values are too small – should be in accordance with the design speed based on 30mph speed limit (60kph design speed). No proposed highway boundary/highway land dedication is shown. No details of structures are shown and how they tie in with the existing/new highway cross section. No highway cross section features are shown eg footways, verges, boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels.
LA06, map CT-06-436, A6007 Stapleford Road Bridge extension over M1 and new HS2	New western limit of A6007 bridge over the M1 is the start of a tight bend and so forward visibility for eastbound traffic on approach to bridge may be compromised by new bridge parapets etc.	Make sure correct forward visibilities are achieved. No piers for the HS2 Stanton Gate Viaduct to be within the A6007 highway boundaries (including visibility splays).		No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges, boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels.

bridge over A6007 Stapleford Road and Drg. No. 2DE02-ACI- HW-DPP- L002- 229700 A6007 Stapleford Road 224- S1 Plan & Profile				
LA06, map CT-06- 436, A609 Nottingham Road Underbridge and Drg. No. 2DE02-ACI- HW-DPP- L002-229800 A609 Nottingham Road 226-S1 Plan & Profile	One section of the new A609 alignment is too steep (8% or 1 in 12.5) and will be unacceptable to the Highway Authority. No Headroom height is stated.	The existing gradient in 6.45% (1 in 15.5) and the proposed should be no steeper than this – the desirable maximum gradient on new designed roads in Nottinghamshire is 5% (1 in 20). Proposed abutment/wing walls for the underbridge (exact details not shown) should not restrict the necessary forward visibility splays – the road has bends on both approaches to the bridge. The underbridge is to be owned and maintained by HS2/Network Rail.		One of the sag K values proposed is 13. This is unacceptable as the speed limit of the road is 40mph and hence the Absolute Minimum Sag K value should be 20. No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges, boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels. Carriageway widening is required where proposed bends are less than 400m – this doesn't appear to be shown.
LA06, map CT-06- 439, A610 Broxtowe Viaduct	No headroom height is stated and no viaduct piers/abutment/wing walls are shown.	No viaduct piers/abutment/wing walls are to be within the A610 Highway boundaries.		

LA06, map CT-06-439, B600 Nuthall Viaduct	No headroom height is stated and no viaduct piers/abutment/wing walls are shown.	No viaduct piers/abutment/wing walls are to be within the B600 Highway boundaries.		
LA06, map CT-06-441a, B6009 Long Lane Underbridge	No detail of where the abutment/wing walls are to be with respect to the highway boundary – the walls should not restrict the necessary design speed forward visibility splays – the road has bends on both approaches to the bridge. No headroom height is stated.	The underbridge is to be owned and maintained by HS2/Network Rail. B6009 is de restricted (National Speed Limit) and hence parapet walls will need to be protected by a road restraint system.		The proposed maintenance access road junction onto the B6009 east of the HS2 line is too close to an existing business access (35m) and will compromise visibility for vehicles turning out – needs to be moved nearer to the HS2 line underbridge. Full detailed design will be required for the two proposed accesses shown either side of the underbridge.

Water resources and flood risk

LA-06, CT-05/06-439 Nuthall, Nottingham Road / B600 adjacent to M1 crossing	There is evidence of known flooding issues within this area.	Ensure that causes of historic flooding are considered and that there will be no increases to the flood risk in the area.	There are a number of properties which currently have drainage issues adjacent to where HS2 crosses the B600	There is a known flooding issue with properties on Nottingham Road, to the east of the proposed line. The area surrounding the properties has been shown as potentially required during construction and as such it is critical that the organisation ensures the flood risk is not increased.
LA-06, CT-05/06-436 - CT-05/06-437 Trowell, Nottingham Road / Ilkeston Road	There is evidence of known flooding issues within this area.	Ensure that causes of historic flooding are considered and that there will be no increases to the flood risk in the area.	Reports of flooding in Trowell in the vicinity of the proposed line.	We have reports of flooding within this area that should be investigated further to establish flood mechanisms. Options for alleviating flood risk should be identified and considered as part of the works and it should be ensured flood risk is not increased as a result of the proposals.

Community Area 07 – Hucknall to Selston

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments

Ecology and biodiversity

ES Vol.2 LA07 (7.3.7), (7.4.15), CT-06-441a	Loss of calcareous grassland at western end of Hucknall Airfield	Recreation of as much calcareous grassland as possible	Lost opportunity to safeguard calcareous grassland	Part of the western end of the former Hucknall Airfield, which is an LWS designated for its calcareous grassland, will be permanently lost to the scheme. Other parts will be lost to woodland planting. This is not acceptable, and it would be appropriate to reduce the extent of woodland planting and prioritise calcareous grassland. A further opportunity would arise from taking up the hard surface of the runway and restoring this to calcareous grassland.
ES Vol.2 LA07 (2.2.12), (7.3.7) and CT-05-442	Impact on Watnall Coppice Ancient Woodland	Retention of as much of the woodland as possible		Ancient woodland is an irreplaceable habitat, and working areas must be designed so that as much of this woodland as can be retained.
ES Vol.2 LA07 (2.2.12), (7.3.7) and CT-05-443 and CT-06-443	Impact on ecological connectivity in Park Forest area	Examination and retention of ecological connectivity	Creation of green bridge	The Park Forest area is a substantial woodland corridor, which must be assumed to provide a significant level of ecological connectivity at this location (unless shown otherwise). Whilst already severed by the M1, there is an underbridge on Kennel Lane, which is likely to be used by wildlife including commuting bats. To retain this connectivity, it will be necessary for a green bridge to be constructed in this area, for example where the proposed overbridge on the realigned Annesley Footpath 2 is located. Such an overbridge would therefore be multifunctional, carrying the path but also providing a wide vegetated verge. Alternatively, the northern part of the Misk Hill and Park Forest Cutting should be developed as a cut and cover tunnel.
ES Vol.2 LA07 (2.2.12), (7.3.7) and CT-05-444 and CT-06-444	Loss of Weavers Lane Grassland LWS	Avoidable loss of LWS	Locate balancing pond elsewhere	The use of a site of county-level importance for its wildlife for a balancing pond is not acceptable. The balancing pond should be located elsewhere, on land of lower ecological value.
ES Vol.2 LA07 (2.2.12), (7.3.5) and CT-05-446	Impact on Bogs Farm Quarry SSSI	Minimisation of construction area		A small area of the SSSI is used for construction works. Work areas must be designed to minimise such impacts as far as possible.
ES Vol. 2 (2.2.27) and CT-06-445	Impact on ecological connectivity at Selston	Provision of green bridge	Enhanced ecological connectivity	The realignment of the Salmon Lane M1 Overbridge provides an excellent opportunity to develop a green bridge across both the M1 and HS2. This would then facilitate long term future opportunities to develop ecological linkages to the west of the M1.

CT-06-447a	Habitat creation at Langton Colliery			Landscaping works should seek to create a network of ponds around the periphery of the western part of Langton Colliery, next to the Maghole Brook and the River Erewash.
Health				
LA07 Community Area report & Map Book Hucknall to Selston Draft Environmental Statement	Housing quality and design Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people?	<ul style="list-style-type: none"> No detailed discussions around new permanent housing developments evident or specific details provided around the housing that will be provided for the workforce in the main compound. Demolition of residential and business properties likely to have significant impact for those individuals affected (page 128, para 8.4.34) 	Will be important to fully consider the impact of the demolition on those residents impacted.	
	Does the proposal promote development that will reduce energy requirements and living costs and ensure that homes are warm and dry in winter and cool in summer	As above	Might be beneficial to consider for the worker accommodation but otherwise as above.	
LA07 Hucknall to Selston	Access to healthcare services and other social infrastructure Does the proposal seek to retain, replace or provide health and social care related infrastructure?	There appear to be no plans to remove any health and social care infrastructure which is	No comments	

		positive (page 91, para 6.4.10)		
	Does the proposal address the proposed growth/ assess the impact on healthcare services?	There doesn't appear to be consideration for how the large numbers of staff (up to 550) living in the A608 main compound will increase pressure on healthcare services such as GP's and what will be done to manage this. For example there is no mention whether the A608 Mansfield Road main compound will also include families of those working on the project. This may be covered elsewhere, as implied in Volume 1 (page 28, para 2.3.24). No specific details yet around the impact of the proposal on access to healthcare services.	<ul style="list-style-type: none"> • It would be beneficial to consider the impact of the main compound on the local healthcare services and how this will be managed. • Important to consider the impact of the proposal on access to healthcare services within the formal ES as identified (page 126, para 8.4.20), as currently not clear. 	
	Does the proposal explore/allow for opportunities for shared community use and co-location of services?	Not applicable	To consider if felt appropriate for any of the existing services.	
LA07	Access to open space and nature Does the proposal seek to retain and enhance existing and provide new open and natural spaces to support healthy living and physical activity?	<ul style="list-style-type: none"> • Recognition of major or moderate adverse impacts on landscapes due to the predominately rural landscape (page 176, para 11.4.7). 	<ul style="list-style-type: none"> • Further exploration into how altering the current environment will impact on health will be required within the formal ES as acknowledged (page 125, para 	

		<ul style="list-style-type: none"> • Aesthetics of the area and access to open spaces will be negatively impacted during construction and running. • 5% of the Park Forest along with its footpaths and trails will be lost permanently (page 127, para 8.4.25). • Steps identified to minimise this are Public Rights of Way (ProW) diverted and permanent diversions considered not significant enough to deter users (page 90, para 6.4.5), replacement of trees where possible (page 90, para 6.4.5), replacement of trees where possible (page 91, para 6.4.14). 	<p>8.4.13) as currently not clear.</p> <ul style="list-style-type: none"> • New spaces should be co-designed with local community 	
	Does the proposal promote links between open and natural spaces and areas of residence, employment and commerce?	<ul style="list-style-type: none"> • No evidence of actively promoting such links. • Recognition that construction traffic 	To work with the local community to establish how these links can be maintained and promoted.	

		may deter pedestrians (page 127, para 8.4.24)		
	Does the proposal seek to ensure that open and natural spaces are welcoming, safe and accessible to all?	<ul style="list-style-type: none"> • Recognition of major or moderate adverse impacts on landscapes due to the predominately rural landscape (page 176, para 11.4.7). • Aesthetics of the area and access to open spaces will be negatively impacted during construction and running. • 5% of the Park Forest along with its footpaths and trails will be lost permanently (page 127, para 8.4.25). • Steps identified to minimise this are Public Rights of Way (ProW) diverted and permanent diversions considered not significant enough to deter users (page 90, para 6.4.5), replacement of trees where possible (page 91, para 6.4.14). 	Further exploration into how altering the current environment will impact on health will be required within the formal ES as acknowledged (page 125, para 8.4.13) as currently not clear. New spaces should be co-designed with local community	

	Does the proposal seek to provide a range of play spaces for children and young people (e.g. play pitches, play areas etc.) including provision for those that are disabled?	No explicit reference to play spaces or provision for those who are disabled.	Beneficial to engage with the local community to consider spaces for young people and provision for those who are disabled.	
LA07	Does the proposal seek to minimise construction impacts such as dust, noise, vibration and odours?	Emissions are intended to be controlled and managed during construction through implementation of the Code of Construction Practice (page 82, para 5.4.1). Important given background (ambient) particulate matter (PM2.5) levels exceed World Health Organisation guidelines across the majority of Nottinghamshire (Nottinghamshire Air Quality JSNA, 2015)	Further exploration into exactly how air pollution and noise will impact on health will be required within the formal ES as acknowledged as currently not clear (page 129, para 8.5.2). Important that the impact of this is monitored throughout construction.	
	Does the proposal seek to minimise air pollution caused by traffic and employment/ commercial facilities?	No direct atmospheric emissions from the operation of trains (page 84, para 5.5.3)	Important to ensure that there are no other significant direct or indirect effects of operation on air quality in the formal ES.	
	Does the proposal seek to minimise noise pollution caused by traffic and employment/ commercial facilities?	<ul style="list-style-type: none"> • Attempts to reduce noise as much as feasibly possible are evident. • Noise fence barriers installed near more densely 	As above	

		<p>populated areas (page 208, para 13.5.6)</p> <ul style="list-style-type: none"> • No trains running during the majority of the night (page 207, para 13.5.2) • Railway quieter than the current minimum European standards (page 208, para 13.5.5). 		
LA07	<p>Accessibility and active transport</p> <p>Does the proposal prioritise and encourage walking (such as through shared spaces) connecting to local walking networks?</p>	<ul style="list-style-type: none"> • Recognition that construction traffic may deter pedestrians (page 127, para 8.4.24) • Public Rights of Way (ProW) will be diverted and permanent diversions are not considered significant enough to deter users (page 90, para 6.4.5), 	Engage with local community to determine how this can be prioritised and supported	
	<p>Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes) connecting to local and strategic cycle networks?</p>	<ul style="list-style-type: none"> • Recognition that people using active travel to work may choose instead to travel by car (page 127, para 8.4.24) 	As above	

		<ul style="list-style-type: none"> Appears to be no specific actions to prioritise and encourage cycling. 		
	Does the proposal support traffic management and calming measures to help reduce and minimise road injuries?	<p>Increased traffic is likely to alter accident risk level (page 217, para 14.4.16)</p> <p>Avoidance of HGVs operating adjacent to schools is positive (page 89, para 6.4.1) especially given in Nottinghamshire, children are more susceptible to RTCs (Nottinghamshire Road Safety JSNA, 2013)</p>	<ul style="list-style-type: none"> Further exploration of impact required within formal ES, as identified (page 217, para 14.4.16) Engage with Nottinghamshire Road Safety Partnership and link with Nottinghamshire's Sustainable Community Strategy 2010 – 2020. Risk to be monitored throughout construction phase. Strict speed restrictions around residential areas may be beneficial Consider offering road safety awareness sessions for local schools or important target groups near construction sites 	
	Does the proposal promote accessible buildings and places to enable access to people with mobility problems or a disability?	No explicit reference to provision for those who are disabled.	To consider needs of people with mobility problems or a disability.	
LA07	Crime reduction and community safety	No explicit reference	To consider whether the compounds	

	Does the proposal create environments & buildings that make people feel safe, secure and free from crime?		influence the community's sense of safety due to unfamiliarity.	
LA07	Does the proposal support the retention and creation of food growing areas, allotments and community gardens in order to support a healthy diet and physical activity?	No explicit mention around supporting food growing areas	Engage with the local community to incorporate food growing areas and community gardens in redesigned green spaces.	
	Does the proposal seek to restrict the development of hot food takeaways (A5) in specific areas?	No mention of development of any food takeaways	Ensure any change in plans do restrict the development of hot food takeaways	
LA07	Access to work and training Does the proposal seek to provide new employment opportunities and encourage local employment and training?	Reference to construction jobs being potentially accessible to locals (page 199, para 12.4.4) and local businesses benefiting from increased trade from workers (page 199, para 12.4.5)	Where possible prioritising recruitment of staff from local communities to enhance local investment and benefit from this project	
LA07	Social cohesion and lifetime neighbourhoods Does the proposal connect with existing communities where the layout and movement avoids physical barriers and severance and encourages social interaction?	Acknowledgement that the local community may experience increased difficulty accessing community services as a result of increased journey times during construction (page 126, para 8.4.20) Demolition of properties within this area is not deemed significant enough in number to erase social networks (page 128, para 8.4.34)	<ul style="list-style-type: none"> Impact on social cohesion will need to be further explored in the formal ES as the proposal is likely to have a significant impact on this rural community. Work within the community engagement framework (page 124, para 8.4.5) will be essential in minimising negative impacts 	

		Community engagement framework in place in an attempt to support social cohesion (page 124, para 8.4.5).	<p>on social cohesion. This should include their involvement in determining appropriate resolutions.</p> <ul style="list-style-type: none"> As it is recognised access to services is already limited in this area (page 126, para 8.4.20) could attempts to improve this, with the local community, be included in plans. 	
LA07	Minimising the use of resources Does the proposal seek to incorporate sustainable design and construction techniques?	Not applicable	Not applicable	
LA07	Climate change Does the proposal incorporate renewable energy and ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	Not applicable	Not applicable	
	Does the proposal maintain or enhance biodiversity?	<ul style="list-style-type: none"> Plans require destruction of a relatively large number of habitats during construction and operation. Provision of new habits will be provided during construction (page 104, para 7.4.1) and operation 	To ensure full impacts on biodiversity are explored in the formal ES and attempts made to ensure biodiversity is enhanced.	

		(page 119, para 7.5.7) but unlikely to enhance biodiversity due to the overall negative impact on existing areas		
LA07	Does the proposal consider health inequalities and encourage engagement by underserved communities?	Overall appears to be a limited focus on health inequalities.	To ensure engagement from undeserved communities and needs of the most vulnerable members of the community are considered.	
Historic landscape				
9.3.4 – 9.3.7	Assessments of significance/value are based on flawed or a total absence of evidence	Assessments of value should await the outcomes of appropriate investigations	Underestimating archaeological value will lead to damage and destruction of archaeological sites with inappropriate mitigation for their loss	As an example; the report notes two scatter of Roman finds, and ascribes to them low value. The report suggests the finds might derive from a Roman settlement. How can these be of low value if we do not know if these finds relate to one or two Roman farmsteads, Roman manuring practices, or the remains of a villa? The find scatters show an archaeological potential which needs to be investigated and then have their potential assessed – as per NPPF 189.
9.3.8	“There is no evidence for prehistoric activity within the study area”	Absence of evidence is not evidence of absence. A programme of fieldwalking on arable along the route will produce flintwork and other finds.	As above	
9.3.14-16	No mention of pre-19 th C coal mining remains	Need to consider evidence for early coal mining and undertake appropriate assessment and evaluation of sites affected	As above	
	No mention of the very early hunting park at the northern end of the area, the approximate location of which is	The later colliery workings have obscured earlier archaeological	As above	It must not be assumed that later coal mining has obliterated earlier archaeological and landscape features. Some have gone, but many are simply obscured and their real potential and value is currently hidden.

	demonstrated by farmhouses called "Park" on Sanderson's map of 1835	features and landscape remnants. With care these can be picked out and are still legible in the landscape.		
Overall Considerations of the relevant Community Area reports	A number of farm buildings are proposed for demolition and are invariably down as low or moderate value. In and around the forest, isolated farms will probably have a Medieval origin.	Need to assess properties with regard to their archaeological potential as well as their standing built heritage significance	As above	The Erewash and Sherwood Forest are both significantly under-represented on the Notts HER. It cannot be assumed that the HER offers a reasonable overview of the area's potential in the way that, for instance, it may be assumed for the Trent Valley. Our knowledge base is low, and with that comes a limited ability to predict where as yet unknown archaeology is likely to be found. Having said that, there are issues we can point out which will help develop the programme of survey and investigation - like the point about isolated farms in the Forest and in its hinterland.
La07, LV-03-384 & 385	Annesley Hall Parkland, impacts arising from noise	Acknowledgement of the permanent impact on the setting of the hall and parkland arising from operation. Additional impacts to construction period.	Off-site mitigation through enhancement of the condition of H@R elements of the affected heritage assets.	Annesley Hall, stables, garden terraces and parkland are identified on the H@R. Blighting impacts could be offset by capital investment to improve the condition of assets. Work must be led by professionals with conservation expertise.
La08, LV-04-388	BrookHill Hall Parkland	The parkland falls partially within Notts. Acknowledge the permanent noise impacts of operation phase.	Investigate and enhance the remnant design landscape features of the parkland.	Offset impacts on the setting of the grade II listed hall by enhancing the parkland through properly considered planting enhancements.
Landscape and visual assessment				
LA07 – Hucknall to Selston	The historic landscape around Felley Hall to the west of the M1 corridor has not been referred to in the text of this Community Area Report	Add reference to Felley Hall and its surrounding landscape into the text.	The opportunity to refer to Felley Hall and its surrounding landscape will be missed.	The historic landscape around Felley Hall to the west of the M1 corridor has not been referred to in the text of this Community Area Report.
Area Maps – LA07 Hucknall to Selston	There is potential for 'historic tip reworking' as a result of the Proposed Scheme	Consider the potential for 'historic tip reworking'	The opportunity to carry out 'historic tip reworking' will be missed	There is an opportunity to carry out 'historic tip reworking' to remove coal deposits within existing spoil tips, as part of the Proposed Scheme. Potential sites which have previously been considered as having potential, and which are close to the proposed route are:- the former Silverhill, Hildcote, Dimmingsdale (Langton Hall), and Bentinck Collieries.
Sound, noise and vibration				

LA07 Hucknall to Selston	Potential significant airborne construction noise effects Westville, Hucknall and Selston	Reduction of airborne noise and vibration effects to avoid likely significant adverse effects	Not considered in detail at this stage	The report states that mitigation measures to be employed during construction could avoid or reduce noise and vibration likely significant effects, with any residual locations experiencing noise or vibration likely significant effects to be reported in the formal ES to follow later which will identify any site-specific mitigation as part of the further work being undertaken.
LA07 Hucknall to Selston	Potential significant effects during operation on B6009 Long Lane and the B6009 Watnall Road between the M1 crossing point and the A611 to the east of Hucknall; Common Lane, continuing along Wood Lane to the north of Hucknall; Whyburn Lane, continuing along Wood Lane to the north of Hucknall; Forest Road and Salmon Lane between the A611 at Annesley and Selston; B6018 Park Lane, which links Selston and Kirkby-in-Ashfield; B6019 Kirkby Lane, which connects Pinxton with Kirkby-in-Ashfield.	Reduction of airborne noise and vibration effects to avoid possible significant adverse effects	Not considered in detail at this stage	The report states that the magnitude and extent of effect will depend on the level of construction traffic using the road. Residual significant temporary noise or vibration effects will be reported in the formal ES to follow later which will consider any amendments to construction routes considered necessary as part of the further work being undertaken.
LA07 Hucknall to Selston	Indication that may be exceedance maximum noise levels in vicinity of Langton Lodge in the vicinity of the B6019 Kirkby Lane York Lodge in the vicinity of the B6019 Kirkby Lane	Identify properties that may be eligible for noise insulation	Not considered in detail at this stage	Taking account of the avoidance and mitigation measures the initial assessment has identified effects on a precautionary basis with the potential to be considered significant on a community basis due to increased airborne noise levels in line with the SMR at or around the identified Nottinghamshire Locations. Mitigation, including landscape earthworks and noise fence barriers would substantially reduce the potential airborne noise effects that would otherwise arise from the Proposed Scheme. It is anticipated that the mitigation would avoid likely significant adverse effects due to airborne operational noise on the majority of receptors and communities
Traffic and transport				
LA07, map CT-06- 444, A608	Extending the M1 grade separated roundabout as proposed will make the use of the junction unsafe for road users	Keep the existing roundabout layout and design another method		

<p>Mansfield Road South Overbridge; LA07, map CT-06-445, A608 Mansfield Road North Overbridge and Drg. No. 2DE02-ACI-HW-DPP-L002-231400 A608 Mansfield Road 239-S1 Plan & Profile</p>	<p>– long straights will encourage higher speeds on entering the tight bends at the ends of the straights which will encourage misuse and will be highly dangerous, vehicles using the M1 southbound exit slip road are expected to enter the roundabout onto the straight section of circulatory carriageway and hence encountering overly fast vehicles on the circulatory carriageway which is unsafe and against the fundamental principles of roundabout design where all entries and exits join the traffic calming curve of the circulatory carriageway.</p>	<p>for the HS2 line to cross the A608 – suggest tunnelling under the A608.</p>		
<p>LA07, map CT-06-445, Salmon Lane Realignme nt, Salmon Lane HS2 Overbridge, Salmon Lane M1 Overbridge and Drg. No. 2DE02-ACI-HW-DPP-L002-231600 Salmon Lane 241-S2 Plan & Profile</p>	<p>The gradient proposed for the east approach to the M1 overbridge is too steep (11.3% or 1 in 8.8) and will be unacceptable to the Highway Authority. There is sub standard visibility (achieved stopping sight distance on proposal is 68m) over the proposed crest which will be unacceptable to the Highway Authority. First five properties on Salmon Lane west of the M1 will have their vehicular accesses removed by the proposed realignment which will create a standard 1 in 2 (assumed) embankment batter slope at the ends of their drives (chainages 125 to200) raising the new road up to over 1.0m higher than the present road/footway level which will be unacceptable to the Highway Authority.</p>	<p>The existing gradients on the east side of the M1 is between 5.5% (1 in 18) and 10% (1 in 10). As this will be a section of new road the maximum gradient on new designed roads in Nottinghamshire is 5% (1 in 20) with an absolute maximum gradient of 8% (1 in 12.5) in excessively hilly areas. The minimum stopping sight distance on the west approach to the crest is to be 90m (end of 30mph speed limit). The minimum stopping sight distance on the east approach to the crest is to be 120m</p>		<p>The crest K value and the sag K value on the east side of the crest are too small – should be in accordance with the design speed based on 40mph speed limit (70kph design speed) for the crest and 50mph (85kph) for sag. No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges (need to include necessary visibility lines on inside of bends), boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels. Carriageway widening is required where proposed bends are less than 400m – this doesn't appear to be shown.</p>

		<p>(road is derestricted but 85th percentile speed likely to be around 40mph as reasonably steep approach). Suggest lowering the HS2 and therefore lowering the crest levels.</p> <p>The overbridges are to be owned and maintained by HS2/Network Rail and Highways England.</p> <p>Vehicular accesses to all properties on Salmon Lane must be satisfactorily provided.</p>		
<p>LA07, map CT-06-446, B6018 Park Lane Realignme nt and Park Lane HS2 Overbridge and Drg. No. 2DE02-ACI-HW-DPP-L002-231800 B6018 Park Lane 242-S1 Plan & Profile</p>		<p>The overbridge is to be owned and maintained by HS2/Network Rail.</p>		<p>No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges (need to include necessary visibility lines on inside of bends), boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels.</p>
<p>LA07, map CT-06-447a, B6019 Kirkby Lane</p>	<p>No detail of where the abutment/wing walls are to be with respect to the highway boundary – the walls should not restrict the necessary design speed forward visibility splays and loss of</p>	<p>The underbridge is to be owned and maintained by HS2/Network Rail.</p> <p>B6009 is de restricted (National Speed Limit)</p>		

Underbridge	control overrun areas – the under bridge is on a tight bend. No headroom height is stated.	and hence abutment/wing walls will need to be protected by a road restraint system and set back far enough to give adequate visibility on the inside of the existing tight bend and far enough back on the outside of the bend to allow for overrun due to loss of control (downhill section on sharp bend). The existing B6019 has a very poor alignment through this section – suggest thought be given to realigning this section of road to reduce the severity of the “S” bend and this would result in making this section of road safer the underbridge structure being more square to the road – proposed underbridge is on a big skew which is more difficult and expensive to construct.		
LA07, map CT-06-448a, Brookhill Lane Realignme nt and Drg. No. 2DE02-ACI-HW-DPP-L002-232100	Only part of the realignment is in Nottinghamshire (Approx. chainage 0+700 upwards). The rest of the realignment including where the HS2 crosses in in Derbyshire and so their comments will need to tie in with our’s. No viaduct piers/abutment/wing walls are shown (Derbyshire section).	Brookhill Lane is de restricted (National Speed Limit) and so Forward visibility around main bend (360m radius) needs to comply with this design speed. No viaduct piers/abutment/wing walls are to be within		No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges, boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels. Carriageway widening is required where proposed bends are less than 400m (Derbyshire section) – this doesn’t appear to be shown.

Brookhill Lane 244-S1 Plan & Profile		the proposed Brookhill Lane Highway boundaries (Derbyshire section).		
LA07, map CT-06-448a, Farmwell Lane Realignme nt; Farmwell Lane Underbridge and Drg. No. 2DE02-ACI-HW-DPP-L002-232200 Farmwell Lane 245-S1 Plan & Profile	Only part of the realignment is in Nottinghamshire (Approx. chainage 0+700 upwards). The rest of the realignment including where the HS2 crosses in in Derbyshire and so their comments will need to tie in with our's. Farmwell Lane is currently unadopted (potentially under a Section 38 Agreement?) but it is a significant business/industrial access road constructed to industrial access standards and so may be adopted in the future and therefore comments are given. No abutment/wing walls are shown (Derbyshire section). The gradient proposed for the east approach to the Underbridge is too steep (8% or 1 in 12.5) and will be unacceptable to the Highway Authority.	The existing gradient in 5.5% (1 in 18.3) and the proposed should be no steeper than this as this road is used extensively by fully laden HGVs – the desirable maximum gradient on new designed roads in Nottinghamshire is 5% (1 in 20). This Forward visibility around designed bends (360m radius) needs to comply with this design speed (abutment/wing walls must not encroach into the visibility lines).		No proposed highway boundary/highway land dedication is shown. No highway cross section features are shown eg footways, verges(need to include necessary visibility lines on inside of bends), boundary fencing etc are shown. No vertical design is shown for the proposed carriageway channels.
LA07, map CT-06-448a, A38 West Box Structure and A38 East Box Structure	No edge of highway detail is shown – a large sheer drop onto HS2 will be created. Level of top of roof of box structures in relation to level of existing A38 is stated – existing highway drainage system, and existing public utilities underground plant are likely to be present potentially up to 2.0m below existing surface of road and verges.	High containment road restraint barriers will be required at the back of the Highway on both sides - A38 is a very busy high speed road with merging and diverging traffic at the HS2 crossing point. Existing highway drainage systems need to be maintained satisfactorily above the new structures.		No proposed highway boundary is shown. No highway cross section features are shown eg footways, verges, boundary fencing etc are shown.
LA07 CT-05-442	Route, earthworks and compound	As above	As above	As above. Here Watnall Coppice is likely to contain well preserved archaeology. There is Roman activity in the area which is not at all understood

LA07 CT-06-442	Planting, ponds and mitigation	As above	As above	As above.
LA07 CT-05-443	Route, earthworks and compounds	This area has a range of features of a range of dates, but the landscape is not well recorded or understood. Lidar would greatly assist in identifying surviving earthwork features in woodland, but open areas will need geophysical investigation and appropriate levels of evaluation.	As above	High potential for previously unrecorded and potentially significant archaeology here. There is considerable time depth to this landscape, and it has considerable complexity. The history of the areas of parkland affected needs clarification in order to understand them properly and mitigate their loss or damage.
LA07 CT-06-443	Planting, ponds and mitigation	As above	As above	As above.
LA07 CT-05-444	Route, earthworks and compounds	As above	As above	As above.
LA07 CT-06-444	Planting, ponds and mitigation	As above. Also, the watercourses in this area have a long history of management for power, field survey by experienced archaeologists is needed to identify surviving water management features.	As above	As above. Limited fieldwork in this area means the archaeological potential is likely to be underestimated.
LA07 CT-05-445	Route, earthworks and compounds	As above. In addition here, properties to be demolished that are shown on Sanderson's map of 1835 will probably have Medieval origins and will need appropriate recording.	As above	As above, and again limited fieldwork in this area means the archaeological potential is likely to be underestimated.
LA07 CT-06-445	Planting, ponds and mitigation	As above.	As above	As above

LA07 CT-05-446	Route, earthworks and compounds	As above. In addition, this area is part of a very early and important hunting park, some park features survive, but few are recorded and the area is not well understood. Evaluation is needed, using appropriate techniques including field evaluation.	As above	As above. Because of the later colliery's impact on the area, it would be easy to assume there is low archaeological potential here.
LA07 CT-06-446	Planting, ponds and mitigation	As above.	As above	As above
LA07 CT-05-447a	Route, earthworks and compounds	Early modern coal mining remains in the area are well preserved and obscure a much earlier landscape with surprisingly good preservation in places. This area is poorly understood. Appropriate levels of evaluation are needed to inform suitable mitigation measures	As above	The coal mining associated with the Portland collieries are worthy of appropriate mitigation. Earlier landscape features and buried archaeology exists here, albeit obscured by the later industrial archaeology.
LA07 CT-06-447a	Planting, ponds and mitigation	As above.	As above	As above
LA08 CT-05-447b	Route, earthworks and compounds	This area has been subject to considerable modern development. Its archaeological potential is unclear. Evaluation techniques that disentangle the later impacts from buried and upstanding archaeological remains are needed.	As above	Earlier landscape features and buried archaeology exists here, albeit obscured by the later industrial archaeology and modern development.
LA08 CT-05-447b	Planting, ponds and mitigation	As above	As above	As above

Water resources and flood risk				
LA-07, CT-05/06-442 - CT-05/06-442-R1 Hucknall	There is evidence of known flooding issues within this area.	Ensure no increase to flood risk.	The majority of issues are located to the east of the Hucknall catchment.	The route passes to the west of Hucknall which has suffered from significant flooding in the past. Sufficient evidence should be provided to ensure that HS2 will have no detrimental impact on surface water flood risk in the Hucknall catchment.
LA-07, CT-05/06-445 - CT-05/06-446 Selston	There is evidence of known flooding issues within this area.	Ensure that causes of historic flooding are considered and that there will be no increases to the flood risk in the area.	There are a number of historical flooding locations within the 1km boundary.	We have reports of flooding within this area that should be investigated further to establish flood mechanisms. Options for alleviating flood risk should be identified and considered as part of the works and it should be ensured flood risk is not increased as a result of the proposals.

Community Area 08 - Pixton to Newton

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Ecology and biodiversity				
ES Vol.2 LA08 (7.4.22), CT-05-449 and CT-06-449	Presence of great crested newts in Normanton Brook area	Sufficient mitigation		It is unclear if the presence of great crested newts has been identified in the Normanton Brook/Nunn Brook Park area. This species is known to be present here, but it is unclear how mitigation can be delivered when the habitat mitigation area is required for construction, and therefore presumably cannot be created in advance of the impact. It should be noted that Nunn Brook Park, owned by Nottinghamshire County Council, could be made available for some of the necessary mitigation works for this species.
Sound, noise and visual assessment				
LA08 Pinxton to Newton and Huthwaite	Potential significant airborne construction noise effects in following B6018 Park Lane in Selston, from the works along the B6018 Mansfield Road, turning right towards Commonsides and continuing towards Station Road, Beaufit Lane and the B6019 Town Street in Pinxton, then to the B6019 Alfreton Road and the B6019 Pinxton Lane in	Reduction of airborne noise and vibration effects to avoid possible significant adverse effects	Not considered in detail at this stage	The report states that the magnitude and extent of effect will depend on the level of construction traffic using the road. Residual significant temporary noise or vibration effects will be reported in the formal ES to follow later which will consider any amendments to construction routes considered necessary as part of the further work being undertaken.

	South Normanton, and finally turning right towards the B6019 Mansfield Road up to junction 28 of the M1. B6027 Common Road in Huthwaite; and B6026 Blackwell Road in Huthwaite along B6026 Huthwaite Lane up to the B6026 Cragg Lane in Old Blackwell.			
Traffic and transport				
LA08, map CT-06-450, B6026 Huthwaite Lane Realignment	Only part of the realignment is in Nottinghamshire (Chainage 0 to approx. 0+50). The rest of the realignment including where the HS2 crosses in in Derbyshire and so their comments will need to tie in with our's. Chainage zero of the proposed realignment does not tie in tangentially/smoothly with existing B6026 Blackwell Road creating a kink which will be unacceptable to the Highway Authority.	Realignment needs to tie in with existing smoothly/tangentially.		Carriageway widening is required where proposed bends are less than 400m – this doesn't appear to be shown.

Volume 3: Route wide effects

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Health				
Route-wide effects	Housing quality and design Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of	7.5.14 p36 Housing "Those affected by involuntary relocation	Ensure liaison with local authority housing departments to	

	house type that will meet the needs of older or disabled people?	would be likely to experience adverse effects, which may include: stress associated with the move itself; negative feelings associated with attachment to existing homes; feelings of frustration or anxiety related to uncertainty and lack of control; practical issues such as specific adaptation requirements; and reduced access to family, social networks, employment or education. These effects may occur prior to, during and after the relocation process.	mitigate for the impact of housing relocations.	
	Does the proposal promote development that will reduce energy requirements and living costs and ensure that homes are warm and dry in winter and cool in summer	Not applicable	Not applicable.	
Volume 3: Route-wide effects	Access to healthcare services and other social infrastructure Does the proposal seek to retain, replace or provide health and social care related infrastructure?		No comment	
	Does the proposal address the proposed growth/ assess the impact on healthcare services?	There is no reference to the impact of the construction or operation of the route on access to health care.	That access to health and care services should be referred to as an impact within the route wide effects. Impact due to construction and impact of access on journey times to	

			healthcare and by healthcare service vehicles should be considered in transport planning.	
	Does the proposal explore/allow for opportunities for shared community use and co-location of services?	Not applicable	Not applicable	
Route-wide effects	Access to open space and nature Does the proposal seek to retain and enhance existing and provide new open and natural spaces to support healthy living and physical activity?	The cumulative impact of the route on access to physical activity is not considered. Section 5.1, 5.11 page 22 However, there needs to be recognition throughout that the effects of construction and reduced access to open green space as a result will be significant. This should be mitigated against in the longer term. particularly in relation to physical activity and community connectedness.	Recognition of the effects on construction on access to open space during construction and longer term should be planned for to mitigate for the detrimental impact on use of these areas for recreation in including physical activity. Consider adding the following mitigations to the statement - 1) "Compensate communities for the loss of local amenities and support their relocation, replacing 'like-with-better' rather than 'like-for-like' via a process that involves the community in the decision-making" 2) "There may be opportunities to facilitate new greenway links between communities utilising the HS2 corridor to bridge connections that have yet to be formally established"	

			Ensure construction sites and all companies contracted to service them are registered with the Considerate Constructors Scheme, which will include monitoring against 'Enhancing the appearance' and 'respecting the community' standards	
	Does the proposal promote links between open and natural spaces and areas of residence, employment and commerce?	7.5.8 Traveller stress. "Temporary and permanent closure or diversions of roads or public rights of way, changes to traffic flows and congestion around junctions during construction may affect journey times along the affected routes."	There should be an overall approach to mitigations to reducing the impact of the development of connectivity within communities which can have negative health impacts.	
	Does the proposal seek to ensure that open and natural spaces are welcoming, safe and accessible to all?	This is implied in the above statements but the detail of how spaces will be welcoming, safe and accessible is not included.	Recognition of the effects on construction on access to open space during construction and longer term should be planned for to mitigate for the detrimental impact on use of these areas for recreation in including physical activity. There should be an overall approach to mitigations to reducing the impact of the development of	

			connectively within communities which can have negative health impacts.	
	Does the proposal seek to provide a range of play spaces for children and young people (e.g. play pitches, play areas etc.) including provision for those that are disabled?	Some of the proposed sites for development include loss of or changes to open space and recreational grounds.	No comment	
Route wide effects	Air quality, noise and neighbourhood amenity Does the proposal seek to minimise construction impacts such as dust, noise, vibration and odours?	No comments	No comments	
	Does the proposal seek to minimise air pollution caused by traffic and employment/ commercial facilities?	<p>Air pollution 3.3 p12 The main air pollutant emitted from construction sites is dust, which can potentially be carried a few hundred metres from construction sites. Dust generation from the Proposed Scheme would be strictly controlled by the application of best practice measures set out in the draft Code of Construction Practice (CoCP)</p> <p>Air emissions 7.5.12 p. 36 3.4. Assessment of effects during operation. There would be no direct atmospheric emissions from the</p>	<p>Mitigations thought to be sufficient. Look for specialist comment from CRCE.</p> <p>Consider potential additional local impact on NOx particulate matter emissions due to construction. Opportunity to mitigate by promoting active travel on routes in longer term effected through individual and workplace travel planning interventions around the affect areas.</p>	

		operation of trains that would cause an impact on air quality. Indirect emissions from sources such as rail and brake wear have been assumed to be negligible		
	Does the proposal seek to minimise noise pollution caused by traffic and employment/ commercial facilities?		No comment	
Route wide	Accessibility and active transport Does the proposal prioritise and encourage walking (such as through shared spaces) connecting to local walking networks?		Consider potential additional local impact on NOx particulate matter emissions due to construction. Opportunity to mitigate by promoting active travel on routes in longer term effected through individual and workplace travel planning interventions around the affect areas.	
	Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes) connecting to local and strategic cycle networks?	NA -Applicable to connectivity re Toton station	No comment	
	Does the proposal support traffic management and calming measures to help reduce and minimise road injuries?	Transport effects – during construction. Potentially negative. HS2 Ltd would discuss with local authorities measures to ensure road safety during construction works. The nominated undertaker, in line with the draft CoCP, would produce traffic	Transport effects – during construction. Potentially negative. Ensure timely notification to allow coordination with highways authorities to minimise stress caused by road transport disruption. Work with local authorities and	

		<p>management plans including measures to address road safety and reduce the risks to non-motorised users from construction vehicles on the roads.</p> <p>7.5.8-7.5.9 p35 7.5.11 p35 safety. However, road safety is likely to be a key issue of concern to local communities, and this could contribute to adverse effects on wellbeing through increased levels of anxiety, as well as potential behavioural changes such as reduced uptake of walking and cycling on construction traffic routes.</p>	<p>highways England and network rail for opportunities for school and community road and rail safety within affected communities.</p>	
	Does the proposal promote accessible buildings and places to enable access to people with mobility problems or a disability?	See EIA	No comment	
Route wide effects	<p>Crime reduction and community safety</p> <p>Does the proposal create environments & buildings that make people feel safe, secure and free from crime?</p>	<p>7.2.4. There is no mention of mental health in the list of health determinants. There is no reference to suicide risk and preventions plans.</p>	<p>Liaise with local authorities along the route to liaise on suicide prevention plans. Ensure mitigations are in place along the route to the infrastructure developments to reduce risk of suicide in line with Public Health England: Preventing Suicide in Public</p>	

			Places (November 2015): Area 1. Restrict access to the site and the means of suicide; Area 2. Increase opportunity and capacity for human intervention; Area 3. Increase opportunities for help seeking by the suicidal individual; Area 4. Change the public image of the site; dispel its reputation as a 'suicide site'	
Route wide effects	Access to healthy food Does the proposal support the retention and creation of food growing areas, allotments and community gardens in order to support a healthy diet and physical activity?	Not applicable	Not applicable	
	Does the proposal seek to restrict the development of hot food takeaways (A5) in specific areas?	As above	As above	
Route wide effects	Access to work and training Does the proposal seek to provide new employment opportunities and encourage local employment and training?	7,5,4 p 33. Education, employment and income <i>Construction employment and training</i> "The extent of beneficial health effects within the local communities along the route of the Proposed Scheme from direct construction employment would depend on the number of people who are able to, and choose	In order for the jobs to benefit local communities. Consider specifying a requirement to recruit within the local community within contracts in relation to the Social Value Act. Potential negative impact of displacement of jobs on low income groups. Consider targeting these workers by affected business and supporting with	

		to, take up opportunities for construction employment and training". Direct and indirect business impacts and associated income and employment impacts 7.5.4-7.5.7 p34	retraining into opportunities through the construction of the HS2.	
Route wide effects	Social cohesion and lifetime neighbourhoods Does the proposal seek to incorporate sustainable design and construction techniques?	Not applicable	not applicable	
Route wide effects	Minimising the use of resources Does the proposal seek to incorporate sustainable design and construction techniques?	15 Waste and material use	No Public Health response as will be covered by other in Place.	
Route wide effects	Climate change Does the proposal incorporate renewable energy and ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	15 Waste and material use	No Public Health response as will be covered by other in Place.	
	Does the proposal maintain or enhance biodiversity?			
Route wide effects	Health inequalities Does the proposal consider health inequalities and encourage engagement by underserved communities?	No specific reference to health inequalities.	It is recommended that the authors systematically consider the impact on health inequalities within each part of the health chapter of the Route wide report and also that broader chapters of the Environmental Statement that have a health impact. This should seek to identify	

			the most negatively affect groups and those that are least likely to be able to respond to displacement or reduction in access to services.	
Landscape and visual assessment				
Route Wide Effects	Sufficient offsite mitigation should be included to mitigate the significant landscape impacts identified in the LVIA	Sufficient offsite mitigation should be included to mitigate the significant landscape impacts identified in the LVIA	Sufficient offsite mitigation may not be included to mitigate the significant landscape impacts identified in the LVIA	Via East Midlands acting on behalf of Nottinghamshire County Council reserve the right to request additional off-site mitigation once the LVIA has been examined in detail, especially where views of the route affect the edge of built settlement. Off-site planting may achieve biodiversity and landscape character objectives.
Route Wide Effects	Sufficient offsite mitigation should be included to mitigate the significant visual impacts identified in the LVIA	Sufficient offsite mitigation should be included to mitigate the significant visual impacts identified in the LVIA	Sufficient offsite mitigation may not be included to mitigate the significant visual impacts identified in the LVIA	Via East Midlands acting on behalf of Nottinghamshire County Council reserve the right to request additional off-site mitigation once the LVIA has been examined in detail, especially where views of the route affect the edge of built settlement. Off-site planting may achieve biodiversity and landscape character objectives.
Route Wide Effects	The Northern Forest and National Forest are the only landscape scale initiatives mentioned in this document, however there are other landscape scale initiatives such as RSPB Futurescapes projects, and the Wildlife Trusts' Living Landscapes Initiative.	Incorporate the objectives of the RSPB Futurescapes Trent and Tame River Valleys into landscape scale mitigation: and the Wildlife Trusts' Living Landscapes Initiative	Objectives of the RSPB Futurescapes Trent and Tame River Valleys, and Wildlife Trusts' Living Landscapes Initiative may not be taken into account in landscape scale mitigation.	Additional information can be found on the links shown below:- www.rspb.org.uk/globalassets/downloads/documents/futurescapes/futurescapes-trent-and-tame-.pdf https://www.wildlifetrusts.org/about-us/vision-and-mission/living-landscapes The Living Landscape areas affected by the Proposed Scheme are the Sherwood Forest Living Landscape area, and the Trent Valley Living Landscape area
Route Wide Effects	The Northern Forest and National Forest are the only landscape scale initiatives mentioned in this document, however there are other landscape scale initiatives (see detailed comments)	Incorporate the objectives of the other landscape scale initiatives into the Proposed Scheme mitigation.	Other landscape scale objectives may not be taken into account in landscape scale mitigation	The Proposed Scheme to take into account the management objectives for the Annesley Hall and Strelley Hall Historic Parklands. The Proposed Scheme to take into account the management objectives for the Erewash Valley Trail (see Broxtowe Borough Council website).
Sound, noise and vibration				
Route wide effects:	Route wide health effects from operation	A summary of any route-wide health effects arising from the	Not considered at this stage	Will be presented in the health section of this report in the formal ES

		operation of the Proposed Scheme and how these compare to health effects arising from exposure to existing noise sources in the study area		
Traffic and transport				
WDES Volume 3 Route Wide effects, paragraph 14.5.3	The assessment scopes out the cumulative impact of excavated fill materials without explaining why.	The scale of impact criteria that have been used in arriving at this decision should be provided.	-	The assessment scopes out the cumulative impact of excavated fill materials without explaining why at the very least it should explain the rational for this.
WDES Volume 3 Route Wide effects, section 14.6	This section examines the likely route wide effects during the operational phase of HS2 and claims decongestion benefits arising from modal switch from conventional rail and car to HS2.	The full ES will need to provide quantitative evidence to justify this claim, since the generation of new car borne passengers to the HS2 Hub station could lead to a worsening of highway congestion both locally and on a route wide basis.	-	This section examines the likely route wide effects during the operational phase of HS2 and claims decongestion benefits through reduced future traffic congestion and reduced conventional rail congestion arising from modal switch. It is not clear if the East Midlands Gateway Transport Model will be able to capture and provide the evidence of this on a route-wide basis? Difficulty here as the disbenefits will be concentrated around the stations with the wider benefits being over a wider geography.
Planning policy				
Table 6	Chesterfield Borough is incorrectly listed as WPA and then also listed as a district council under the 'Local area' column but should be shown as a Borough Council.	None	None	None
Para 15.4.39	Care should be taken when relying on estimates of capacity based on Environment Agency permitting as standard permits are based on a range of size thresholds and may significantly exceed the actual amount of capacity that has valid planning permission due to restrictions on daily vehicle movements and onsite stockpile/storage limits etc.			

	Even where recovery facilities have both planning permission and an environmental permit, they may not yet be built or operating so it may be misleading to rely on 'consented' rather than 'operational' capacity when assessing the actual level of treatment capacity available.			
--	---	--	--	--

Volume 4: Off route effects

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Traffic and transport				
WDES Volume 4 Off -Route effects, section 14.6	This report provides an overview of the likely off route effects which are at an early stage of design. In which case it has not proved possible to establish if there any significant impacts that need assessing in Nottinghamshire.	Identify and report any necessary off route impacts on railway stations in Notts. And off route highway modifications likewise.	-	It is not clear if the East Midlands Gateway Transport Model will be able to capture and provide the evidence for the necessary impacts on an off -route basis? It would be advisable for HS2 Ltd could clarify the methodology for providing quantitative assessments.
	Outstanding general issues not included above Impact of diversion routes and necessary TM measures as part of the CoCP. Impact on existing pt routes during construction. Impact around hub of parking in residential areas. Plan checking to ensure highways alterations are designed to an appropriate standard for NCC adoption. Acceptable access arrangements depending on predicted flows.			

	Area wide network impacts from additional traffic generated to this attractor.			
--	--	--	--	--

Draft ES: Draft Code of Construction Practice

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Air Quality				
<ul style="list-style-type: none"> The CoCP procedures for monitoring/mitigation dust and air pollution throughout the works are outlined and the relevant guidance/methodologies/monitoring requirements are identified to ensure air quality is not adversely affected by dust generation and/or emissions during the proposed works. <p>These are general policies and procedures. There are no specific measures detailed for any of the phases of works proposed at this stage.</p> <p>General Comment; The correct processes and procedures for assessment of risk to air quality have/are being undertaken. The assessment of risk is presently still on-going; therefore, conclusions at present are based on a prediction of risk and an assumption the CoCP procedures will mitigate risks associated with dust generation during the works. No assessment has been undertaken at present for emissions from construction traffic. Final assessment will be presented in the final ES.</p>				
Construction traffic effects 5.2.3	The assessment of construction traffic will be reported in the formal ES	Traffic emissions is a key requirement when considering Air Quality Impact in urbanised areas No assessments have been undertaken	This has not been assessed and will be reported in the final ES No assessments have been undertaken	Assessment has been undertaken for dust emission which are proposed to be mitigated by CoCP procedures; however, apart from gathering baseline data no assessment of air quality risk from traffic/construction traffic and or combustion plant emissions has been undertaken to date.
Construction traffic effects 5.4.9	A detailed of air quality impacts from traffic emissions in the area will be undertaken and reported in the formal ES.			
Summary of likely residual significant effects 5.4.13	Any significant residual effects from construction traffic emissions will be reported in the formal ES.			
Avoidance and mitigation measures 5.5.1	No specific mitigation measures for air quality are proposed during the operation of the Proposed Scheme.			
Operational traffic effects 5.5.4	Direct and indirect effects from changes in air quality, such as those arising from increased levels of traffic, will be			

	considered for all receptors within 200m of affected roads. These will include human receptors and those ecological habitats considered to be sensitive to changes in air quality. Any effects will be reported in the formal ES.			
Combustion plant emissions 5.5.5	Emissions from any stationary sources, such as combustion plant at East Midlands Hub station, will be included in the formal ES. Concentrations of NO2 will be predicted at sensitive receptors and any effects will be reported in the formal ES.			
Land quality				
<ul style="list-style-type: none"> The CoCP procedures for investigation/assessment/remediation areas of contamination throughout the works are outlined and the relevant guidance/methodologies/monitoring requirements are identified to ensure that land quality/human health/environment is not adversely affected during the proposed works. The responsibility for these procedures is placed on the individual undertakers/contractors responsible for each phase of the works. These are general policies and procedures. There are no specific measures detailed for any of the phases of works proposed at this stage. 				
<p>General Comment;</p> <ul style="list-style-type: none"> The appropriate assessments at Desk Study level has been undertaken for each phase of the proposed works; however, without the background data behind the findings presented it is difficult to determine whether all the potential sources, pathways and receptors have been identified. <p>Although Conceptual site models for each phase have been developed the assessment of risk related to the contaminant sources identified and their potential risk to human health, ground & surface waters, ecosystems and buildings appear to me to be overly optimistic. Even works affecting former ironworks and gas works have Low to Moderate risk associated with them (pre- investigation/remediation). Personally, without any site-specific investigation data this should be assessed as Moderate to High risk. Although the process is qualitative not quantitative and is a subjective method of assessment I do not believe that the applicants are undertaking a conservative/worst case scenario approach to the assessment but rather a liberal/best case approach.</p>				
Other mitigation measures 10.4.41	At this stage, no additional measures are considered necessary to mitigate risks from land contamination during the construction stage beyond those that are set out in the draft CoCP and/or instigated as part of the site-specific remediation strategies that would be developed at the detailed design stage, if required. These measures would ensure that risks to people and property from contaminants in the ground would	Site specific remediation strategies required for each identified contamination site.	No site investigation works to be undertaken until the construction phase. Onus of remediation placed on individual undertakers for works within the phase of works.	<p>The applicant has identified contaminated areas; however, has not yet undertaken site investigation works.</p> <p>Although desk top study information has been compiled, a conceptual site model developed, and a qualitative assessment undertaken, no quantitative data has been gathered. The qualitative assessments are therefore a prediction of potential risk.</p> <p>Onus of remediation/monitoring placed on individual undertakers/principal contractors for works within each phase.</p>

	be controlled such that they would not be significant. For example, measures might include excavation and treatment of contaminated soils or controls to manage movement of landfill gas and leachate.			
Monitoring 10.5.7	Volume 1, Section 9 sets out the general approach to environmental monitoring during operation of the Proposed Scheme. Requirements for monitoring would be determined as part of the investigation, treatment and validation of contamination on a site-specific basis as part of the detailed design process. Monitoring requirements may include water quality, air quality and/or (landfill bulk and trace gases), depending on the site being considered.	Site specific monitoring strategies required for each identified contamination site.	No site monitoring works to be undertaken until the construction phase. Onus of monitoring placed on individual undertakers for works within the phase of works.	
Landscape and visual assessment				
Section 12.4	This paragraph describes arrangements for establishment maintenance only. The long-term arrangements for the maintenance and management of habitats created are not described.	Develop an outline arrangement for the long-term maintenance and management of habitat areas created as part of the Proposed Scheme, including how this is to be funded.	An outline method for the long-term maintenance and management arrangements (including the cost), for the habitat areas created will not be agreed at the outset, which may mean these will not establish effectively and will not achieve the mitigation predicted in the EIA	It is possible that the railway corridor may provide a means for invasive species to migrate along the route - Himalayan Balsam or Japanese Knotweed for example: the maintenance and management plan should contain provision for the management of invasive species.
Water resources and flood risk				
<ul style="list-style-type: none"> The CoCP procedures for the protection of water resources (ground/surface) and mitigation of potential flooding throughout the works are outlined and the relevant guidance/methodologies/monitoring requirements are identified to ensure that water resources are properly protected and managed during the proposed works. The responsibility for these procedures is placed on the individual undertakers/contractors responsible for each phase of the works. These are general policies and procedures. There are no specific measures detailed for any of the phases of works proposed at this stage. 				

General Comment; The correct processes and procedures for assessment of risk to water resources and flooding have/are being undertaken. The assessment of risk is presently still on-going; therefore, conclusions at present are based on a prediction of risk, which appear to have erred on the side of best case rather than worst case scenarios. Final assessment will be presented in the final ES.				
Scope, assumptions and limitations 15.2.3	This assessment is based on desk study information, including information provided to date by consultees and stakeholders, as well as surveys of accessible water features.	Desk study information undertaken within each area; however, of site specific surveys have not been undertaken at all identified locations, due to land access/accessibility issues.	No delineation in the assessment section of the report between areas which have been surveyed and which have not and had a precautionary assessment undertaken	Difficult to determine within the assessment where an actual risk and predicted risk level are applied.
Scope, assumptions and limitations 15.2.4	Where surveys have not been undertaken due to land access constraints, a precautionary approach has been adopted in the assessments of receptor value and impact magnitude.			
Scope, assumptions and limitations 15.2.8	The assessments in this working draft ES are based on professional judgement using the information that it currently available. A precautionary approach has been adopted regarding assessing the potential for adverse impacts to occur. The surveys, analysis and modelling work currently in progress, and the results of the consultation process, will be used to refine the assessments reported in the formal ES.	Site specific assessments required	Survey, analysis and modelling work in progress, final assessments to be presented in the final ES	Difficult to comment on at present based on professional judgement utilising information gathered to date. further comment once final ES is presented.
Assessment of impacts and effects 15.5.5	There are no significant adverse effects related to water resources and flood risk arising from operation of the Proposed Scheme.	Final assessments required		Bold statements considering survey, analysis and modelling assessments are still on going. Findings of the final ES will hopefully be more informed.
Other mitigation measures 15.5.6	There are no further measures required to mitigate adverse effects on surface water resources, groundwater resources or flood risk.			

HS2a Information papers

Community Area report, Paragraph Number or	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments

map number				
Sound, noise and vibration				
E9: CONTROL OF AIRBORNE NOISE	Noise impacts at sensitive receptors during the operation of HS2 from railways and altered roads.	Outline measures that will be put in place to control airborne noise from altered roads and the operational railway	See next column	<p>The Information Paper for Phase 2a sets out the hierarchy of control measures to be adopted to control airborne noise.</p> <p>The paper then sets out the noise level thresholds to be adopted which represent the Lowest Observed Adverse Effect level (LOAEL) and Significant Observed Adverse Effect level (SOAEL) in accordance with the Noise Policy Statement for England (NPSE). In the detailed noise assessments to follow in Phase 2b, these threshold levels will then inform the need for further assessment of noise mitigation opportunities and noise insulation eligibility from the operational phase of HS2 from both Railway and Road (Altered/New) associated with the development.</p> <p>OBSERVATIONS:</p> <p>I have concerns over the approach taken in the setting of these levels as LOAEL and SOAEL are likely to follow a dose-response relationship which will be related to the existing noise character at a given location. Attempting to adopt a single noise measure is likely to underestimate the noise impact at many locations particularly where pre-existing noise levels are much lower.</p> <p>If a single noise measure were to be adopted I would question the levels chosen. To illustrate this point the SOAEL for daytime noise is 65dB which aligns with the noise levels for eligibility in the Noise Insulation Regulations. However, in the Noise Policy Statement for England the definition of SOAEL is <i>“the level of noise exposure above which significant adverse effects on health and quality of life occur”</i>. The WHO Guidance indicates that external levels greater than 55dB in the daytime and evening can cause <i>“serious annoyance”</i>. Additionally the night time SOAEL of 55dB seems high considering the WHO Night-time Noise Guidance (NNG) advises that for levels between 40-55dB: - <i>“Adverse health effects are observed among the exposed population. Many people have to adapt their lives to cope with the noise at night. Vulnerable groups are more severely affected”</i> and levels above 55dB are considered <i>“increasingly dangerous to public health”</i>.</p>

				<p>Given that the paper indicates that SOAEL will be the trigger for eligibility for noise insulation, it seems that there is a risk of adverse health effects to some of the exposed population who are not eligible for noise insulation as a result. In addition, while the Noise Insulation Regulations and the eligibility criteria within are long standing, the application of the criteria for noise insulation in my view is flawed. A property which is predicted to experience a noise level just above the SOAEL, receives noise insulation which significantly reduces the noise impact, whereas a property just below the threshold is not entitled to any noise insulation and thus results in experiencing a greater impact. The HS2 project provides an opportunity to review this approach and could consider scaling the noise insulation offer in relation to predicted noise impacts to provide a more effective and balanced approach to providing the mitigation benefits of noise insulation.</p>
<p>E10: CONTROL OF GROUND- BORNE NOISE AND VIBRATION FROM THE OPERATIO N OF TEMPORA RY AND PERMANE NT RAILWAYS</p>	<p>Ground-Borne noise and vibration impacts at sensitive receptors during the operation of HS2 from railways</p>	<p>Outline measures that will be put in place to control airborne noise from altered roads and the operational railway</p>		<p>The Information Paper for Phase 2a sets out the steps to be taken in the design of the track bed to minimise the levels of ground borne noise and vibration.</p> <p>The paper also sets out the threshold levels for LOAEL and SOAEL for both ground borne noise and vibration which will then be used to inform the design following detailed assessment to follow later in Phase 2b.</p> <p>GROUND-BORNE NOISE</p> <p>Again, I would query whether the levels chosen are appropriate. There is no distinction made between day/night, however for ground-borne noise the LOAEL is set at 35dB LAMax and the SOAEL is set at 45dB LAMax. Whereas the WHO NNG identifies that 32dB LAMax is a level at which effects upon motility during sleep are observed and levels above 42dB LAMax is likely to lead to people waking in the night or too early. Therefore, in my opinion the levels of 35 and 45 respectively are 3dB too high.</p> <p>GROUND BORNE VIBRATION</p> <p>The threshold levels have been taken from those within BS6724, however I would again question whether it appropriate to assign these levels to LOAEL and SOAEL as the levels in</p>

				BS6724 relate specifically to likelihood of complaints and not observed effects.
E11: CONTROL OF NOISE FROM THE OPERATIO N OF STATIONA RY SYSTEMS	Noise impacts at sensitive receptors from stationary systems associated with HS2	Outline measures that will be put in place to control airborne noise from altered roads and the operational railway		<p>The paper states that the Rating level of any equipment when assessed in accordance with BS4142:2014 is to be no more than 5dB above the background noise level. Where this level is exceeded, then it will be mitigated to reduce the level as far as reasonably practicable.</p> <p>Again, I have concerns over the approach being adopted. First and foremost, it is my view that the target should be to achieve noise levels which <u>do not exceed</u> existing background noise levels to avoid 'noise creep' – particularly as the majority of trackside equipment will run 24hrs a day. Where this can't be achieved then the noise levels should be mitigated to as low as practically possible. Therefore, in my opinion the suggested target Rating level is 5dB too high.</p>
E12: OPERATIO NAL NOISE AND VIBRATION MONITORI NG FRAMEWO RK	Compliance with noise and vibration levels during the operational phase	Outline approach to operational monitoring of noise and vibration levels.		<p>The paper states that noise and vibration monitoring will be carried out at different times during the lifetime of the Proposed Scheme at a combination of carefully selected monitoring locations.</p> <p>Where measured performance is worse than expected then this will be investigated, and corrective action taken.</p> <p>Results of measured performance compared to expected conditions, and monitoring reports will be shared with the relevant Local Authorities at appropriate intervals.</p> <p>It is recommended that the monitoring positions are agreed with the LA's and that the LA's have the ability to request additional/alternative monitoring locations when HS2 becomes operational.</p>
E13: CONTROL OF CONSTRU CTION NOISE AND VIBRATION	Noise and vibration impacts at sensitive receptors during the construction phase	Outline measures that will be put in place to control noise and vibration during construction		<p>The noise levels adopted for LOAEL and SOAEL appear to be taken from BS5228-1. Higher noise levels during periods of construction are normally justified on the basis that they are a temporary operation. However, I am not sure that it is appropriate to attempt to link construction noise levels to LOAEL and SOAEL, thereby giving two different LOAEL and SOAEL's for the same location (Construction and operational).</p> <p>The vibration levels appear to replicate those from BS6472 and I would reiterate my previous comments for operational</p>

				vibration levels with regards to whether they are appropriate levels for LOAEL and SOAEL.
Draft Code of Construction Practice	Noise and vibration impacts during construction of HS2	Outline measures that will be put in place to control noise and vibration during construction including thresholds for insulation and temporary re-housing		<p>The draft CoCP states that the contractor will employ BPM to minimise noise and vibration at source and where required local screening of equipment.</p> <p>Where despite BPM, noise levels exceed criteria defined in CoCP, the contractors may offer:</p> <ol style="list-style-type: none"> 1) Noise Insulation or 2) Temporary rehousing <p>The levels are stipulated in the CoCp with varying trigger levels depending on the time of day/evening and align with the SOAEL levels defined in E13. These trigger levels are taken from BS5228:1 which is the accepted industry standard.</p> <p>Similarly, the CoCP defines vibration levels for the protection of occupants and users of buildings and separate vibration levels to protect buildings from damage. These levels appear to have been taken from BS6472:1 (<i>Guide to evaluation of human exposure to vibration in buildings Part 1: Vibration sources other than blasting</i>) and BS7385 (<i>Evaluation and measurement for vibration in buildings — Part 2: Guide to damage levels from groundborne vibration</i>) respectively.</p> <p>The CoCP states that where vibration levels may exceed threshold levels for damage to buildings that the occupants will be notified in advance of the works along with information on the type of works and proposals for vibration monitoring. It does not however state what actions will be taken in the event of vibration levels exceeding the levels to protect occupants users of buildings.</p> <p>The CoCP requires nominated undertaker's contractors to seek to obtain from the local LA a S61 consent prior to the start of works. This will ensure that the LA's are engaged in the assessment of predicted noise impacts and agree appropriate mitigation and permitted noise and vibration levels (where applicable) prior to the commencement of works.</p>
Landscape and visual assessment				

HS2 Phase 2a Information Paper E19 Soil Handling and Land Restoration July 2017	The general approach to soil handling and land restoration is accepted	No comments	No comments	<p>Via Environmental Management and Design (EMD) Team to provide comments on Phase 2b documents as soon as these Information Papers are available.</p> <p>Initial comments to be provided by Andy Bryan – Via East Midlands – Contaminated Land Officer</p>
HS2 Phase 2a Information Paper E20 Maintenance of Landscaped areas July 2017	The general approach to the maintenance of the landscaped areas is accepted	No comments	No comments	The general approach to the maintenance of the landscaped areas is accepted, in particular the variable period of establishment maintenance to be implemented by the nominated undertaker is noted; this may be a minimum of 10 years for areas of ecological woodland compensation planting to allow this to establish effectively. This Information Paper goes some way to meeting the requirements of Point 3 above.
HS2 Phase 2a Information Paper E20 Maintenance of Landscaped areas July 2017	There is no mention about the management of invasive plant species in this paper	Include a summary paragraph about the management of invasive plant species	That the management of invasive plant species is not considered at the earliest opportunity	<p>Via Environmental Management and Design (EMD) Team to provide comments on Phase 2b documents as soon as these Information Papers are available.</p> <p>Invasive plant species are defined as those mentioned in Wildlife and Countryside Act 1981, as amended - Schedule 9, and the Weeds Act 1959</p>
HS2 Phase 2a Information Paper E22 Mitigation of Significant community effects on Public Open Space and Community Facilities July 2017	The general approach to the mitigation effects on POS and Community Facilities is accepted	No comments	No comments	Via Environmental Management and Design (EMD) Team to provide comments on Phase 2b documents as soon as these Information Papers are available.

HS2 Phase 2a Information Paper E28 Green Infrastructure and the Green Corridor July 2017	Contents of report noted	No comments	No comments	Via Environmental Management and Design (EMD) Team to provide comments on Phase 2b documents as soon as these Information Papers are available.
HS2 Landscape Design Approach July 2016	Contents of report noted	No comments	No comments	

Phase 2a Information paper e14; Air Quality

3 Objectives

3.1 This document sets out the approach HS2 Ltd will follow to try to avoid emissions to air causing significant adverse effects on communities and to prevent air pollution. The measures set out are intended to maintain good air quality for those people living and working close to the Proposed Scheme as far as is reasonably practicable. For the most part, these measures which reduce emissions which have harmful impacts on human health and will also reduce emissions which influence climate change (carbon).

3.2 HS2 Ltd.'s Environmental Policy⁴ commits to developing an exemplar project and commits to protecting the environment through the avoidance and prevention of pollution, and by meeting all compliance obligations. The policy also states that Hs2 Ltd will seek to avoid pollutant emissions to air or reduce such emissions and minimise public and workforce exposure to any such pollutant emissions.

4 Potential Air Quality Effects

4.3 The construction of the Proposed Scheme will have impacts on air quality using on-road and off-road machines using conventional engines, and through the emissions of dust from demolition and construction.

Dust from Construction and Mineral Sites

4.8 The conclusion of the Environmental Impact Assessment is that there will be 'no significant effect' on any receptors (residential, property-based or ecological) along the route of the Proposed Scheme from dust-generating activities during construction and mineral works, after the provisions of the Code of Construction Practice (CoCP) have been applied. The CoCP forms part of EMRs, so it is a requirement under the EMRs that dust emissions during construction and mineral activities should be minimised as far as reasonably practicable and with the objective that there is no significant effect.

- This is consistent with the findings presented in the Vol 2; Community Area Reports for each section of the route through Nottinghamshire.

Highway Vehicle Emissions

4.10 During construction, highway construction traffic will cause temporary significant effects for local air quality, *but this is confined to the M6 corridor around Stafford*. These effects are from changes in nitrogen dioxide concentrations.

- This appears inconsistent as my interpretation of the Vol 2; Community Area Reports for the route through Nottinghamshire it is stated that *no assessment of construction related emissions has been undertaken to date*. The findings of this assessment will be presented in the final ES document.

Control Measures are suggested for areas where significant air effects have been identified, managed through the CoCP. These may need to be implemented in the phases through Nottinghamshire also, dependent upon the air emission assessment to be presented in the final ES statement.

Phase 2a Information Paper e18; Land Quality

3. Contaminated land

3.3 A total of 975 sites were assessed along the route of the Proposed Scheme. The sites were selected based on records of their previous use, such as landfills, which may have caused contamination. Of these sites, 171 were taken forward for further assessment as they are located either on or near areas where construction will take place, and, either singly or in combination, are considered to potentially contain substances...

- The high-risk sites identified from the further assessment are all located within Staffordshire

No sites along the route within Nottinghamshire have been assessed as High Risk; even though; Railway Yards, Former Landfills, Colliery Sites, Iron Foundries, Textile Factories and Former Gas Works Sites have all been identified along the route. At worst these sites are assessed as having a moderate risk. Without any form of investigation undertaken I believe these assessments do no err on the side of caution and once investigations and further assessment is undertaken a number of these sites will prove to have a higher potential risk than initially proposed. Management of such contaminated sites is proposed in the later sections of this report and investigation and remediation will be undertaken for such sites; however, my concern at present is that potentially contaminative sites have not been assessed as potentially high risk at this preliminary stage.

Phase 2a Information Paper e17; Excavated Material & Waste Management

2.2 Only if excavated material is not required or is unsuitable for the construction of the Proposed Scheme will it be considered waste.

3.1 The construction of the Proposed Scheme will lead to the generation of approximately 40 million tonnes of excavated material, approximately 98% of which will be reused as part of the Proposed Scheme for the construction of engineering and environmental mitigation earthworks. The remaining excavated material is surplus to requirements or is unsuitable for reuse due to contamination and cannot be remediated.

3.2 The Proposed Scheme will also lead to the generation of approximately 130,000 tonnes of demolition material. It is anticipated that at least 90% of this material will be diverted from landfill through reuse, recycling and recovery.

3.3 It is estimated that construction of the Proposed Scheme will lead to the generation of approximately 435,000 tonnes of construction waste, at least 90% of which will be diverted from landfill through reuse, recycling and recovery.

As previously stated independent of this document, it is my belief that these targets are aspirational and not based on quantitative estimates. There will be more unsuitable materials generated in relation to the scheme than is presently acknowledge and even with the implementation of remediation measures (contaminated land), screening and recycling (construction and demolition) there will be significantly more waste materials generated by the proposed scheme than is presently predicted.

County Council comments on the draft Equality Impact Assessment

Scope and methodology

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments

Volume 2

LA 05 – Radcliffe on Soar to Long Eaton

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Health				
Ratcliffe-on-Soar to Long Eaton (LA05); EIA looks only at the impact of demolition of social housing. Does not address the impact 0-15, and older people living	Age: <ul style="list-style-type: none"> - disproportionate representation of residents aged 0 to 15, in comparison to the route-wide and/or regional averages - a disproportionate representation of residents aged 65 to 84, in comparison to the route-wide and/or regional averages - a disproportionate representation of residents aged 65 to 84, in comparison to 			

outside of social housing accommodation	the route-wide and/or regional averages			
LA05	<p>Disability – the EIA looks only at the impact of demolition of social housing, and the animal rescue centre (impact on children with autism) The EIA doesn't address disability across the wider community</p> <p>Disproportionate representation of residents whose day-to-day activities were limited 'a lot' by a health problem or disability which has lasted or was expected to last for more than 12 months.</p>			
LA05	<p>Religion or belief – EIA looks at the demolition of Jehovah Witness place of worship only. The impact on Hindu's and Sikh's is not addressed.</p> <p>A disproportionate representation of residents with Hindu beliefs, in comparison to the route-wide and/or regional averages. These were located in the Ratcliffe-on-Soar to Long Eaton. There were a disproportionate representation of residents with Sikh beliefs, in comparison to the route-wide and/or regional averages.</p>			

LA05	<p>Coincidence of multiple Protected Characteristics Groups (PCGs)</p> <p>Report identifies the LSOAs in which there was a disproportionate representation of three or more PCGs. This included Bilborough, Nottingham, within the Stapleford to Nuthall area.</p>			
	<p>Housing quality and design</p> <p>Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people?</p>	<p>Pg. 64</p> <p>Demolition of Social Housing The Nook (Ratcliffe-on-Soar to Long Eaton, LA05) Impact on those 55-59 age group. The Move-on scheme supports people who have been living in supported housing to move into mainstream social housing.</p> <p>In addition, preference for ground floor flats goes to applicants who require level access accommodation due to a medical condition or disability.</p> <p>The number of lettings to households from BAME groups reflects the composition of the</p>	<p>Search undertaken in May 2018 found only one property currently available within a 5 radius of the Nook and Bonsall Court, suggesting that there may be limited alternative</p> <p>Need to consider the construction of a similar develop as near as possible to the Nook and Bonsall Court</p> <p>Work with District Council in identify suitable housing supply to meet the demand.</p> <p>Risk to social cohesion and access to physical activity for children. Need to identify alternative suitable venues near the</p>	

		<p>Long Eaton community. It is assumed, therefore, that there may be a higher than average proportion of residents who are elderly, and/or have a disability.</p> <p>Pg. 67</p> <p>Greenwood Community Centre (Ratcliffe-on-Soar to Long Eaton, LA05)</p> <p>Greenwood Community Centre is located on Chester Green in Beeston. The centre contains both indoor and outdoor facilities, has wheelchair access, disabled toilets and a secure outdoor play area.</p> <p>There is the potential for the permanent loss of this facility to result in a disproportionate effect on children and young people using the community centre for education and recreational purposes.</p>	Greenwood Community Centre.	
--	--	---	-----------------------------	--

	<p>Access to healthcare services and other social infrastructure</p> <p>Does the proposal seek to retain, replace or provide health and social care related infrastructure?</p>	<p>Pg. 65</p> <p>There may also be the potential for differential effects for older and BAME residents, particularly if displaced residents are required to relocate to alternative accommodation outside of the local area, potentially disrupting access to facilities and services and leading to the loss of existing social ties. Disabled residents may also be differentially impacted if there is no suitable alternative accommodation available to meet their requirements, for example ground floor or level access accommodation.</p>	<p>The profile of residents of the Nook has not been established at this stage. HS2 Ltd have sort clarification on information through stakeholder engagement and desk-based research in order to understand the potential equality effects, need to find a solution to access health and social care that meets EIA codes</p>	
	<p>Social cohesion and lifetime neighbourhoods</p> <p>Does the proposal connect with existing communities where the layout and movement avoids physical barriers and severance and encourages social interaction?</p>	<p>Pg. 66</p> <p>Kingdom Hall (Ratcliffe-on-Soar to Long Eaton, LA05) Kingdom Hall of Jehovah's Witnesses is located on New Tythe Street in Long Eaton. It is a place of worship used by Jehovah's Witnesses, including a Punjabi Jehovah's</p>	<p>Need to work with the community and construct alternative places of worship</p>	

		<p>Witness group. There are two other Kingdom Halls located within 5km radius. It is understood that all three of these facilities are currently at capacity.</p> <p>The construction of the Long Eaton and Toton viaduct would require the demolition of the Kingdom Hall on New Tythe Street. In the absence of mitigation, there is the potential for the permanent loss of this facility to result in a disproportionate effect on Jehovah's Witnesses in the area due to the loss of a place of worship associated with their religion.</p>		
--	--	--	--	--

Community Area 06 – Stapleford to Nuthall

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Health				
Stapleford to Nuthall (LA06); EIA does not address impact on	Age: <ul style="list-style-type: none"> - disproportionate representation of residents aged 0 to 15, in 			

children and older people living in these areas	<p>comparison to the route-wide and/or regional averages</p> <ul style="list-style-type: none"> - 16 to 24 age sub-group, just one LSOA had a disproportionate representation, in comparison to the route-wide and/or regional averages. - a disproportionate representation of residents aged 85 and over, in comparison to the route and/or regional averages. 			
LA06	<p>Disability – the EIA looks only at the impact of demolition of social housing, and the animal rescue centre (impact on children with autism) The EIA doesn't address disability across the wider community</p> <p>Disproportionate representation of residents whose day-to-day activities were limited 'a lot' by a health problem or disability which has lasted or was expected to last for more than 12 months.</p>			
LA06 Map EQ-14-302	<p>Race – EIA – not address at all – major gap</p> <p>A disproportionate representation of residents with mixed ethnicity, in comparison to the route-wide and/or regional averages. This was located within this area.</p>			

Map EQ-16	<p>A disproportionate representation of residents from Black ethnic subgroups, in comparison to the route-wide and/or regional averages.</p> <p>- Located in the north-east of the Stapleford to Nuthall area in this map area.</p>			
Stapleford to Nuthall area	<p>Religion or belief – EIA looks at the demolition of Jehovah Witness place of worship only. The impact on Hindu's and Sikh's is not addressed.</p> <p>A disproportionate representation of residents with Hindu beliefs, in comparison to the route-wide and/or regional averages. These were located in the</p> <p>- Stapleford to Nuthall area</p>			
	<p>Housing quality and design</p> <p>Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people?</p>	<p>Pg. 68</p> <p>Moo-Haven Animal Rescue Centre (Stapleford to Nuthall, LA06)</p> <p>Moo-Haven Animal Rescue Centre, located in Stanton-by-Dale, provides a temporary home for neglected animals in the local area. The centre, which has</p>		

		<p>riding school facilities, also hosts fundraising events, which are frequented by children, including autistic children.</p> <p>There is the potential for the permanent reduction in capacity to result in a disproportionate impact on children and young people using the facility for recreational purposes.</p>		
--	--	--	--	--

LA 07 – Hucknall to Selston

Community Area report, Paragraph Number or map number	Key issue/concerns	Key requirement	Missed opportunities	Detailed comments
Health				
Hucknall to Selston (LA07); EIA does not address impact on young people and older people living in these areas	<p>Age:</p> <ul style="list-style-type: none"> - 16 to 24 age sub-group a disproportionate representation, in comparison to the route-wide and/or regional averages. - a disproportionate representation of residents aged 65 to 84, in comparison to 			

	<p>the route-wide and/or regional averages</p> <ul style="list-style-type: none"> - a disproportionate representation of residents aged 85 and over, in comparison to the route and/or regional averages. 			
LA07	<p>Disability – the EIA looks only at the impact of demolition of social housing, and the animal rescue centre (impact on children with autism) The EIA doesn't address disability across the wider community</p> <p>Disproportionate representation of residents whose day-to-day activities were limited 'a lot' by a health problem or disability which has lasted or was expected to last for more than 12 months.</p>			

6 December 2018**Agenda Item: 12**

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2018-19.

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Martin Gately, Democratic Services Officer on 0115 977 2826

Constitutional Comments (HD)

8. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (PS)

9. There are no financial implications arising directly from this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

Electoral Division(s) and Member(s) Affected

All

COMMUNITIES AND PLACE COMMITTEE

DRAFT WORK PROGRAMME – SEPTEMBER – JULY 2019

Report Title	Brief summary of agenda item	Lead Officer	Report Author
6 SEPTEMBER 2018			
Petitions Responses	The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council.	Adrian Smith	Sean Parks
Highways & Transport Group Structure	To seek approval to reorganise the staffing structures of five of the six teams within the Highways and Transport Group.	Adrian Smith	Gary Wood
Trading Standards and Communities Update	To update the Committee on key Trading Standards and Communities matters; and approve the establishment of a temporary Project Officer role in the Communities Team.	Derek Higon	Mark Walker
Changes to Library Opening Hours – Dukeries	To seek approval to change the opening hours of the Dukeries public library as outlined in the report.	Derek Higon	Peter Gaw/Mark Croston
Place Performance Quarterly	To provide the Committee with a summary of performance for Communities and Place for the quarter 1 2018/19 (1 April 2018 to 30 June 2018).	Adrian Smith/ Nigel Stevenson	Chris Williams
Sutton on Trent Section 19 Report	This report sets out the County Council's duties as the Lead Local Flood Authority to report on flooding incidents under Section 19 of the Flood and Water Management Act (2010) and to present its report in relation to the flooding in Sutton on Trent on 2 June 2018	Adrian Smith	Gary Wood/Sue Jaques
Bestwood Speed Cushion Relocation	To consider objections received in respect of the speed cushion relocation and whether it should be implemented as notified.	Adrian Smith	Mike Barnett/Helen North
TRO – Update on GM Approvals	To provide Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders and Bus Stop Clearways.	Adrian Smith	Mike Barnett / Helen North
Minor to Major Landscape Partnership Scheme Delivery	To inform Members of the Heritage Lottery Grant Award for the Miner to Major Landscape Partnership Scheme/To seek approval for recruitment of the staff and consultants required to deliver the Scheme in accordance with the Approved Purposes, as contained in the Grant offer/T 263 seek approval for Nottinghamshire County Council's Communications and Marketing team to work with the Scheme Office in undertaking	David Hughes	Sally Gill/Heather Stokes

	activities relating to communications and publicity on behalf of the Partners, and in accordance with Heritage Lottery Fund requirements.		
Provision of Archaeological Advice	To seek approval for the provision of archaeological advice to District and Borough Councils in partnership with Lincolnshire County Council's planning archaeology service/To seek approval for the establishment of a Planning Archaeologist post within the Conservation Team. To seek approval for the secondment of a member of Lincolnshire County Council's planning archaeology service in to the Planning Archaeologist post.	David Hughes	Rob Fisher
Outcomes from LRF Major Emergency Exercise Diamond IV	The report is to advise Members of key findings from the Local Resilience Forum (LRF) major emergency exercise 'Diamond IV', and to enable members to consider whether there are any actions they require in relation to conclusions arising from the exercise.	Derek Highton	Rob Fisher
4 October 2018			
TRO Station Road Sutton in Ashfield	To consider objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.	Adrian Smith	Gary Wood/Mike Barnett
Rationalisation of Registration Service Delivery Points	To seek approval for consolidation of registration appointments into eleven offices, and for provision of statutory fee ceremonies at the Nottinghamshire Register Office only.	Derek Highton	Rob Fisher
8 November 2018			
Libraries, Archives & Information and Arts Strategy Update	Update on Strategy	Derek Highton	Peter Gaw
Trading Standards & Communities Update	Update	Derek Highton	Mark Walker
TRO Lantern Lane		Derek Highton	Gary Wood
NCC Policies on Safety at Sports Grounds		Derek Highton	Wendy Harnan-Kajzer
Registration Service Fees for 2019 – 2020 and 2020 – 2021'		Derek Highton	Rob Fisher
Winter Service Operational			

Plan			
Highways Capital Programme Update	The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2018/19 and to seek approval for variations to the programme.	Adrian Smith	Sean Parks
Highways Capital Programme Update	The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2019/20 and to seek approval for variations to the programme.	Adrian Smith	Sean Parks
6 December 2018			
Delivering Sustainable Waste Services Proposals		Derek Higon	Mick Allen
Nottinghamshire Highway Design Guide	Authorisation to consult on revised draft document	Adrian Smith	Sally Gill
TRO Trent Lane, East Bridgford		Adrian Smith	Gary Wood/Helen North/Mike Barnett
TRO Dalestorth Street, Sutton in Ashfield – Prohibition of Waiting		Adrian Smith	Gary Wood/Helen North/Mike Barnett
Cultural Services – Future Direction/Update	To seek endorsement of the annual update on the Future Direction of Cultural Services document. (pulled from Sept)	Derek Higon	Mark Croston
Rufford Events 2019		Derek Higon	Mick Allen
Response to Petitions		Adrian Smith	Sean Parks
HS2 ES EIA		Adrian Smith	Sally Gill/Steven Osborne-James
10 January 2019			
TS & Communities Update		Derek Higon	Mark Walker
Place Commissioning Departmental Services Structure		Derek Higon	Mick Allen
Ceramics Collection – Sale		Derek Higon	Peter Gaw/Mick Allen/Mark Croston
Greater Nottingham Joint Planning Area Statement of	Page 265 of 268		Sally Gill/Stephen Pointer

Common Ground			
Innovative Patching Methods		Derek Highton	Gary Wood/Martin Carnaffin
Traffic Survey Licensing Scheme	The purpose of this report is to seek approval for the introduction of a traffic survey licensing scheme in Nottinghamshire.	Adrian Smith	Sean Parks
Planning Performance Agreements			Sally Gill/Jonathan Smith
Management of Illegally Placed Horses (Fly Grazing)		Derek Highton	Mark Walker/Cathy Harvey
TRO A616 Ollerton to South Muskham		Adrian Smith	Gary Wood/Mike Barnett/Helen North
TRO Humber Road, Beeston		Adrian Smith	Gary Wood/Mike Barnett/Helen North
7 February 2019			
County Supplies – Future Option		Derek Highton	John Hughes
Concessions Publishing of Scheme Notice		Derek Highton	Gary Wood/Pete Mathieson
NET Highway Handover Update		Derek Highton	Gary Wood/Via
7 March 2019			
TS & Communities Update		Derek Highton /Mark Walker	Mark Walker
Rufford Country Park Annual Contract Update		Derek Highton/Mick Allen	Mick Allen/Mark Croston
Charges for Highways & Transport Services		Derek Highton	Gary Wood/Via
Introduction of a Permit Scheme (consultation approval)		Derek Highton	Gary Wood/Gareth Johnson
Highways and Transport Final Capital Programme		Derek Highton	Gary Wood/Sean Parks/Via
Verge Maintenance Trial		Derek Highton	Gary Wood/Via/Martin

			Carnaffin
4 April 2019			
Transport Review		Derek Higon	Gary Wood
LIS Capital Grants 2019/20		Derek Higon	
Gedling Access Road Update		Derek Higon	Gary Wood/Via
Southwell Flood Mitigation Scheme Update		Derek Higon	Gary Wood/Sue Jaques
9 May 2019			
TS & Communities Update		Derek Higon	Mark Walker
Inspire Annual Contract Update		Derek Higon	Mick Allen
Holme Pierrepont Country Park and Annual Contract Update		Derek Higon	Mick Allen/Mark Croston
Nottinghamshire Highway Design Guide	Outcome of consultation and approval of final document	Adrian Smith	Sally Gill
Information Strategy and Implementation Plan		Derek Higon	Gary Wood/Pete Mathieson
6 June 2019			
HM Coroners		Derek Higon	Rob Fisher
4 July 2019			
TS & Communities Update		Derek Higon	Mark Walker
Sherwood Forest Annual Contract Update		Derek Higon	Mick Allen
Flood Risk Management Update		Derek Higon	Gary Wood/Sue Jaques
Introduction of a Permit Scheme (approval of scheme)		Derek Higon	Gary Wood/Gareth Johnson
September 2019			
Highways and Transport Capital Programme Update	Page 267 of 268	Derek Higon	Gary Wood/Sean Parks/Via

