

## Transport and Environment Committee

Wednesday, 05 January 2022 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

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### AGENDA

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### **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	Transport and Environment Committee
Date	17 November 2021 (commencing at 10:30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Neil Clarke MBE (Chairman)  
Mike Adams (Vice-Chairman)  
John Ogle (Vice-Chairman)

Matt Barney	Tom Hollis
Maureen Dobson <b>A</b>	Sam Smith
Glynn Gilfoyle	Nigel Turner
Penny Gowland	John Wilmott

**SUBSTITUTE MEMBERS**

None.

**OTHER COUNTY COUNCILLORS IN ATTENDANCE**

Kate Foale.

**OFFICERS IN ATTENDANCE**

Mick Allen	-	Place Department
Doug Coutts	-	Via East Midlands Ltd
Joelle Davies	-	Place Department
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Sue Jaques	-	Place Department
Pete Mathieson	-	Place Department
Callum Smith	-	Place Department
Adrian Smith	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

**1. MINUTES OF LAST MEETING HELD ON 13 OCTOBER 2021**

The minutes of the last meeting held on 13 October 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

**2. APOLOGIES FOR ABSENCE**

Maureen Dobson – Other reasons.

**3. DECLARATIONS OF INTERESTS**

Councillor Matt Barney declared a personal interest in Item 7 'PFI Contract and Resources and Waste Strategy for England 2018' as he had received an email lobbying him on the issue, which did not prevent him from speaking or voting.

**4. FLOOD RISK MANAGEMENT UPDATE AND REVISED STRATEGY 2021-2027**

**RESOLVED 2021/031**

That the Committee:

- 1) Call upon all agencies involved in flood risk management to seek and implement suitable measures to alleviate flooding in Nottinghamshire as soon as possible;
- 2) Approve the publication of the Local Flood Risk Management Strategy 2021-2027;
- 3) Approve the creation of a Flood Risk trainee post within the existing structure;
- 4) Endorse the work outlined in the report.

**5. HIGHWAYS REVIEW**

**RESOLVED 2021/032**

That the Committee:

- 1) Approves the improvement outcomes and recommendations from the cross-party highways review panel as detailed in the report;
- 2) Recommends to Policy Committee that a Highways Improvement Plan be developed to deliver the review recommendations, with the detailed Plan and proposals for continuing external support to be considered at a forthcoming Transport and Environment Committee meeting;
- 3) Recommends to Policy Committee the continuation of cross-party highways review panel to effectively monitor the progress of the Highways Improvement Plan.

## **6. NATIONAL BUS STRATEGY AND BUS UPDATE**

### **RESOLVED 2021/033**

That:

- 1) The submission of National Bus Strategy bidding documents to Government in the form of Bus Service Improvement Plans be approved;
- 2) The commencement of consultation on the Enhanced Partnerships ahead of a further Committee report to consider Enhanced Partnerships in April 2022 be approved;
- 3) Delegated authority be given to the Corporate Director for Place or their nominee to prepare bids for National Bus Strategy monies and accept the monies if successful, in line with the submitted Bus Service Improvement Plans.

## **7. PFI CONTRACT AND RESOURCES AND WASTE STRATEGY FOR ENGLAND 2018**

### **RESOLVED 2021/034**

That:

- 1) The ongoing work with and by partners to prepare for the requirements of the Resources and Waste Strategy for 2018 and the Environment Bill be acknowledged and agreed;
- 2) The widening of the input specification be agreed to include plastic bottle tops, once the necessary sorting process changes at the site had been implemented, in advance of any changes necessary to comply with the Environment Bill;
- 3) The ongoing programme of communication and engagement activity with stakeholders be agreed, to improve and increase the quantity and quality of material collected and sent for recycling.

## **8. NOTTINGHAMSHIRE AND NOTTINGHAM LOCAL AGGREGATES ASSESSMENT – 2019 AND 2020 SALES DATA**

### **RESOLVED 2021/035**

That the publication of the Nottinghamshire and Nottingham Local Aggregates Assessment 2019 and the Nottinghamshire and Nottingham Local Aggregates Assessment 2020 be approved.

## **9. PROPOSED BUS STOP CLEARWAYS – BRICK KILN LANE, MANSFIELD (MA0289-MA0690 AND MA0590-MA0612)**

### **RESOLVED 2021/038**

That:

- 1) the proposed bus stop clearways along Brick Kiln Lane, Mansfield (MA0289-MA0690 and MA0612-MA0590) be implemented subject to the following amendment, and that the objectors be informed accordingly;
  - 2) the operational period of the clearways for stops MA0612 and MA0590 only be reduced to 10am to 3pm Monday-Saturday instead of either of the two standard (countywide) bus stop clearway operational periods (which were either 24 hours or 7am-7pm).
- 10. NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)**

This item was withdrawn and rescheduled for the Committee's January 2022 meeting.

- 11. NOTTINGHAMSHIRE COUNTY COUNCIL (LONGDEN TERRACE, WARSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (2245) AND PROVISION OF HUMPED ZEBRA CROSSING SHERWOOD STREET, WARSOP**

**RESOLVED 2021/039**

That the Nottinghamshire County council (Longden Terrace, Warsop) (Prohibition of Waiting) Traffic Regulation Order 2021 (2245) and provision of a humped Zebra crossing at Sherwood Street, Warsop be implemented, and objectors notified accordingly.

- 12. RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL**

**RESOLVED 2021/040**

That:

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

- 13. MODERNISING AND DECARBONISING ENERGY – ATTENDANCE AT DIGITAL CONFERENCE**

**RESOLVED 2021/041**

That approval be given for Councillor Ogle to attend the Modernising and Decarbonising Energy Digital Conference on 6 December 2021.

- 14. WORK PROGRAMME**

**RESOLVED 2021/042**

That, subject to scheduling items on 'Transport Out-of-Hours Service' and 'Car sharing Schemes' to come to future meetings, the Work programme be approved.

The meeting concluded at 12.50 pm.

**Chairman**



05 January 2022

Agenda item 4

**REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE &  
IMPROVEMENT****TRANSPORT AND ENVIRONMENT PERFORMANCE  
REPORT FOR QUARTER 2 PLACE CORE DATA SET****Purpose of the Report**

1. To provide the Committee with an update of performance for Transport and Environment for quarter 2 2021/22 (1 July 2021 to 30 September 2021).

**Background**

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.
3. The Council has agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.
4. Key measures from the existing Council Plan (2017-2021) will continue to be reported until a new Council Plan can be established, and the subsequent core data set agreed upon.
5. At Full Council on November 25<sup>th</sup>, 2021, the Nottinghamshire Plan 2021-2031 was unanimously agreed. The Nottinghamshire Plan is a new, ambitious plan for the County Council, which sets out the strategic vision for the future of Nottinghamshire and the local authority. The Place Leadership team will begin working on revising performance indicators to support the plan and its ambitions over the coming weeks.

**Information and Advice**

6. Relevant key measures from the Core Data Set is included in Appendix A, and when considering the appendix it should be noted that:
  - The previous figures are for the preceding quarter or financial year (2020/21), although in some cases this is highlighted as not applicable where the data is unavailable for the previous quarter/annual.
  - The appendix also indicates whether the measure is
    - a cumulative measure (C) which shows performance from 1 April 2021 to 30 June 2022,

- a measure which is reported annually (A),
  - or a measure which only includes the value for the individual quarter
7. The report highlights those core data set measures which have been identified as a risk in the appendix based on the latest performance figures.
  8. A number of Council services, reporting to this committee, are delivered through external parties, these include:
    - Via East Midlands, a company owned by County Council (NCC), who deliver the Highways Service for the benefit of the County's residents, visitors, businesses and highways users, with some key strategic functions retained by NCC.
    - Veolia Environmental Services (VES), who have a long term Private Finance Initiative (PFI) contract (to 31 March 2033) with NCC to manage the bulk of the Local Authority Collected waste. This includes providing the recycling network and operating and maintaining the Material Recovery Facility (MRF) at Mansfield. It also includes arranging composting services and waste disposal through subcontractors for the production and processing of Refuse Derived Fuel (RDF) from residual waste, and for the use of the Sheffield Energy Recovery Facility (ERF) with Veolia Sheffield. Two other significant contracts are also used to manage waste streams in the County.

## **Core Data Set**

### **Highways**

9. VIA's Street Lighting Teams have achieved a Q2 result of 93.3% of street lighting faults under the control of the Highway Authority repaired within the response time of 7 days, remaining stable from the previous Q1's figure of 93.6%. This is down to the hard work of Street Lighting Operatives, working to amended working practices due to Covid-19.
10. The Transport and Environment Committee has agreed to the target of reducing preventable road traffic collisions resulting in road users being Killed or Seriously Injured (KSI) by 40% by 2030, using the average collisions from 2015-19 as a baseline.
11. The Nottinghamshire Local Flood Risk Management Strategy (LFRMS) was implemented in 2016, a core objective of this strategy is to integrate local flood risk management into the planning process and support sustainable growth. For Q2, the number of properties with enhanced levels of flood protection, due to safeguarding through the planning response process, was 6,983
12. As part of the highways review work a revised set of performance measures is being considered with a greater emphasis on outcomes

### **Waste Services**

13. The percentage of household waste sent to reuse, recycling and composting provisional figure is 40.20%, which is above target. Figures are expected to improve throughout the year. Mansfield District Council kerbside glass collections commenced in April 2021.

## **Finance Performance**

14. The 2021/22 revenue budget for the Transport and Environment Committee is £111.225 million. As of the end of Q2 21/22, the forecast outturn against this budget is £110.894 million resulting in a forecast underspend of £331,000. A summary of the Transport and Environment financial performance is included as Appendix B. The main reasons for forecast under and over-spending are set out below.
15. Highways is forecasting an underspend of £451,000 due to increased s38/s278 income (£250,000) and savings on employee costs (£201,000).
16. Transport is forecasting an underspend of £582,000 after the use of reserves. Concessionary fares are forecast to underspend by £550,000 due to the agreed reimbursement levels with transport operators in addition to Government advice to fund operators based on levels of service from April onwards. SEND/Home to School transport is forecast to overspend by £208,000 due to an increase in the number of pupils requiring support and increases in the cost of contracts. Additionally, other transport running costs are forecast to be overspent by £176,000 due to increased costs of running the council's fleet of vehicles.
17. Waste is forecasting an overspend of £556,000. The Waste PFI contract is forecasting an overspend of £319,000 due to the additional contractual costs (£200,000) associated with the booking system at the West Bridgford HWRC. There are also additional traffic management costs at other sites due to COVID (£60,000) and additional costs on ad-hoc Waste services (£59,000). The Waste Retained Client is forecasting an overspend of £237,000 due to the COVID-related impact on recycling credits caused by the additional glass tonnage generated as people are spending more time at home (£200,000) and a reduced forecast in power generation income (£37,000) due to gas levels reducing over time.
18. Conservation is forecast to overspend by £146,000 due to increased planned maintenance to keep sites safe and accessible to the public and additional reactive expenditure on infrastructure repairs.

## **Other Options Considered**

19. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The departmental strategy was agreed on 24 January 2018 and the format and frequency of performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

## **Reason/s for Recommendation/s**

20. This report is provided as part of the Committee's constitutional requirement to consider performance of areas within its terms of reference on a quarterly basis.

## **Statutory and Policy Implications**

21. 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**

- 1) That Committee considers whether there are any actions it requires in relation to the performance information on the Council's services for Transport and Environment for the period 2 July 2021 to 30 September 2021.

**Nigel Stevenson**  
**Service Director for Finance, Infrastructure & Improvement**

**For any enquiries about this report please contact:**

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### **Constitutional Comments (RHC 06/12/2021)**

22. Transport and Environment Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference

### **Financial Comments (RWK 25/11/2021)**

23. There are no specific financial implications arising directly from the report. The financial performance of the Transport and Environment Committee up to the end of Q2 is set out in paragraphs 12 to 16 of the report and in Appendix B.

### **Background Papers and Published Documents**

The performance measures included within appendix A are measures which have previously been included within the performance section of committee reports. These committees are as follows; communities committee, economic development and asset management committee, personnel committee, planning and rights of way committee and finance committee.

### **Electoral Division(s) and Member(s) Affected**

All

Key Performance Indicators	Nottinghamshire				
	Latest	Target	Previous	Period	Risk
<b>Highways and Transport</b>					
<b>Supports Commitment 2 - Children are kept safe from harm</b>					
Number of children and young people seriously injured/killed in road traffic accidents (C)	<b>6</b>	32 (40% reduction from the 2015-19 average)	0	Q2 21/22	
<b>Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax</b>					
Number of properties with enhanced levels of flood Protection as a result of NCC schemes	<b>6,983</b>	426	6,564	Q2 21/22	
% of street lighting faults under the control of the Highway Authority repaired within response time – 7 days	<b>93.3%</b>	85%	93.6%	Q2 21/22	
Increase in average journey time per mile during the morning peak on the urban centre networks in the county (A)	<b>Expected Late 2021</b>	102 (1% increase or lower)	-	2020/21	
<b>Supports Commitment 11 - Nottinghamshire is a well-connected county</b>					
% of A roads in good condition and not requiring maintenance (A)	<b>98.0%</b>	>96%	98.00%	2020/21	
% of B and C roads in good condition and not requiring maintenance (A)	<b>97.0%</b>	>91%	96.00%	2020/21	
% of unclassified roads in good condition and not requiring maintenance (A)	<b>75.0%</b>	>81%	77.50%	2020/21	
Overall satisfaction with the bus journey (A)	<b>Impacted by COVID19</b>	93.0%	94.0%	2020/21	
<b>Place Commissioning - Waste Services</b>					
<b>Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax</b>					
% of household waste sent to reuse, recycling or composting	<b>40.20%</b>	40.0%	40.4%	Q1 21/22	
% of Household Waste diverted from Landfill	<b>94.30%</b>	94.0%	94.5%	Q1 21/22	

Key: (C) = cumulative measure updated from 1 April to end of reporting quarter  
(A) = annual measure updated from previous financial year, or current financial year if quarter 4 and data is  
Risk Key: (R) = Red, (A) = Amber, (G) = Green



**Transport and Environment Committee - Period 6 2021/22**

Previous Forecast Variance P3 £000	Change in Variance £000	Service	Annual Budget £000	Actual Spend £000	Year-End Forecast £000	Latest Forecast Variance £000
		<b>Highways</b>				
0	(451)	Highways Retained Client	22,418	7,746	21,967	(451)
0	0	VIA East Midlands Contract	19,839	9,820	19,839	0
		<b>Transport</b>				
0	(550)	Concessionary Fares	11,250	4,914	10,700	(550)
0	0	Local Bus Services	3,995	1,393	3,995	0
0	181	Other Running Costs	3,075	(373)	3,256	181
0	(208)	SEND/HtS Transport	15,550	3,129	15,342	(208)
		<b>Waste</b>				
0	319	Waste PFI Contract	33,265	12,997	33,584	319
0	237	Waste Retained Client	2,577	980	2,814	237
0	0	LAEF	0	(135)	0	0
0	0	<b>Minerals and Waste</b>	25	41	25	0
0	146	<b>Consevation</b>	738	109	884	146
<b>0</b>	<b>(326)</b>	<b>Transport and Environment Total</b>	<b>112,732</b>	<b>40,621</b>	<b>112,406</b>	<b>(326)</b>
		<b>Transfers To (From) Reserves</b>				
0	(4)	<b>BSOG Related Reserves</b>	(251)	0	(255)	(4)
0	(1)	<b>Transport Running Costs</b>	(410)	0	(411)	(1)
0	0	<b>Waste</b>	(821)	0	(821)	0
0	0	<b>Minerals and Waste</b>	(25)	0	(25)	0
<b>0</b>	<b>(5)</b>	<b>Transport and Environment Total</b>	<b>(1,507)</b>	<b>0</b>	<b>(1,512)</b>	<b>(5)</b>
<b>0</b>	<b>(331)</b>	<b>TRANSPORT AND ENVIRONMENT</b>	<b>111,225</b>	<b>40,621</b>	<b>110,894</b>	<b>(331)</b>



05 January 2022

Agenda Item:5

**REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****CORPORATE ENVIRONMENT STRATEGY AND GREENHOUSE GAS  
EMISSIONS REPORT****Purpose of the Report**

1. To provide an update on the delivery of the Corporate Environment Strategy (CES) and Action Plan.
2. To report the County Council's Greenhouse Gas (GHG) Emissions Report 2019-20, setting a baseline to measure progress towards the Council's 2030 carbon neutral target.
3. To provide an update on the £550k capital Green Investment Fund allocation and seek approval to develop a phase two proposal.

**Information**Background

4. In 2018, the Government introduced its 25-year Environment Plan to protect and enhance the environment by improving air quality, creating richer habitats for wildlife and reducing plastic waste and subsequently committed the UK to achieving a legally binding target of net-zero greenhouse gas (GHG) emissions by 2050.
5. The latest (6<sup>th</sup>) UK Carbon Budget issued by the Climate Change Committee in 2020 has identified that in 2019 transport (22%), Industry (20%), Buildings (17%), and electricity generation and agriculture (10% each) were the main sources of CO<sub>2</sub>, alongside aviation (7%) and Waste (6%).
6. In May 2019, the County Council resolved to bring forward proposals for a new Environment Strategy to support these national aspirations. These proposals were approved by Policy Committee in September 2019 and covered the key activities of the Council interacting with the environment, including:
  - *Use of fuel, energy and water in our vehicles and buildings;*
  - *Waste generation, treatment and disposal relating to our buildings and activities;*
  - *The management of the Council's land;*
  - *New developments and projects;*
  - *Procurement of goods and services;*
  - *Use of goods and materials and their impact on the environment;*
  - *Council projects, strategies, and policies.*

7. Following this, in March 2020 Policy Committee approved the new Corporate Environmental Policy as well as thirteen proposed key strategic ambitions for the environment strategy and in December 2020 considered an environment strategy update report plus updates against 61 actions related to the above ambitions.
8. At this meeting Policy Committee agreed that the Place Department Leadership Team take operational oversight of the strategy, due to most of the actions sitting within the Place Department's operations and approved the establishment of an environmental strategy manager post and a green investment fund to support delivery of the strategy. This post has now been recruited to and an update on the green investment fund features below.
9. The Council's Environmental Policy is due to be reviewed and updated every 2 years, next due in March 2022.
10. At the first County Council Meeting of the current administration in May 2021 enhanced commitments were made when Members unanimously agreed that ***'This Council now formally agrees to declare a Climate Emergency, and to delegate the new Transport and Environment Committee to take the lead in considering, agreeing, and overseeing appropriate measures to achieve this authority's commitment to achieve carbon neutrality in all its activities by 2030'***.
11. And ***"All other Committees of the Council will be expected to ensure that the decisions they take within their remit adhere to this principle, and the relevant actions agreed across all of these committees will be reported to Full Council on a regular basis so that every Member has an ongoing overview of the progress being made"***.

#### Progress

12. The CES thirteen strategic ambitions were broken down into five main themes, against these themes an action plan was created containing 61 separate actions, spread across the County Council.
13. Services continue to progress and make significant steps to deliver the action plan. A detailed summary of the action plan progress, as of November 2021 can be found in **Appendix A**. Whilst much progress has been made with the delivery of the Action Plan, the Covid-19 pandemic continues to have an impact upon a number of these actions.

#### Resource

14. To deliver on our climate change commitments additional capacity is required to make a step change in environmental performance and support services from across the organisation to reduce their carbon emissions.
15. An additional budget of £200k for 2022/23 has been supported in principle, subject to February 2022 budget approval, to deliver further staffing capacity into the Place department to achieve the Council's ambitions. A staffing proposal paper is included in the January 2022 Place and Communities committee agenda, providing further detail.

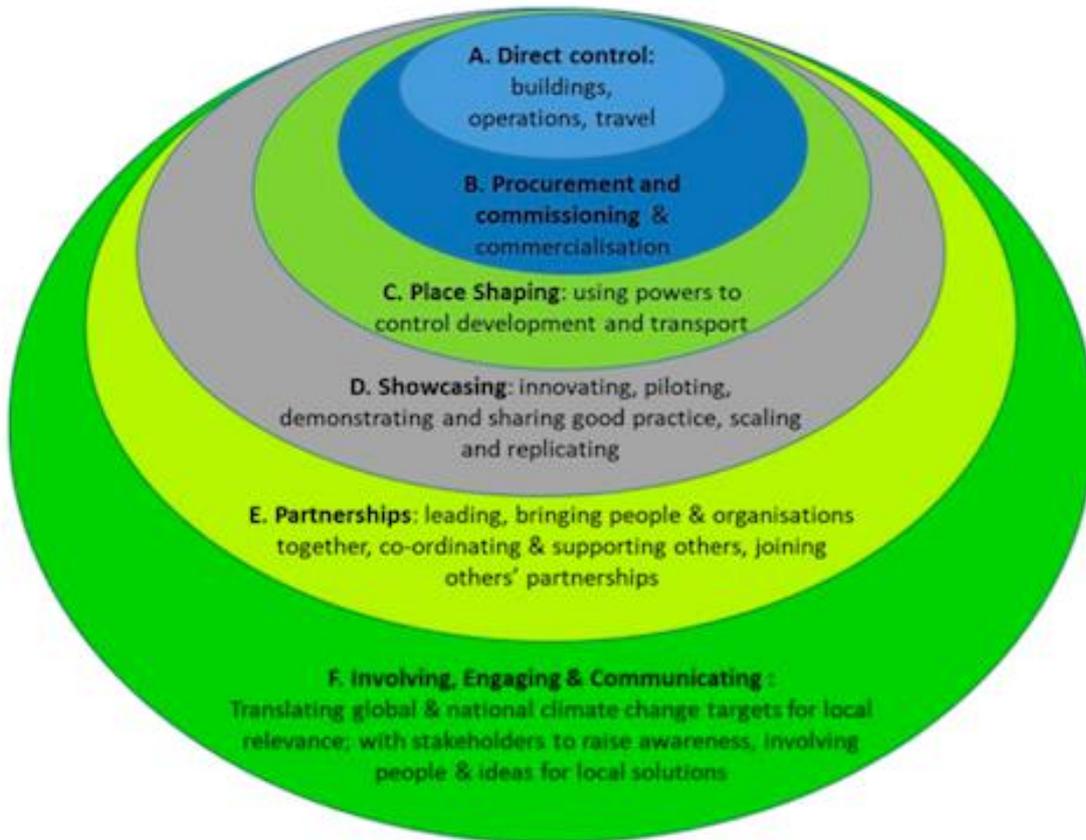
#### Environment Ambassador

16. In October 2021 to continue our commitment to tackling climate change Councillor Mike Adams, Vice Chairman of the Transport and Environment Committee became the County

Council's first official Environment Ambassador, leading on the ambition to become carbon neutral in all activities by 2030.

## Greenhouse Gas Emissions Report

17. A Greenhouse Gas (GHG) emissions report has been produced, setting our baseline year for 2019-20, the full report can be found in **Appendix B**. The baseline year report sets the level that the Council is required to get down to neutral to achieve its 2030 carbon neutrality target. This is done through reducing at source where possible and to then to deal with offsetting of any residual emissions.
18. To calculate the Council's GHG emissions the Greenhouse Gas Accounting Tool has been used. Developed by Local Partnerships and the Local Government Association, the tool ensures the appropriate conversion factors for the reporting year are used and that reporting conforms to nationally and internationally recognised guidance.
19. Within the GHG Accounting Tool emissions are identified in the following scopes:
  - **Scope 1** – Direct emissions, includes emissions released straight into the atmosphere by activities owned or controlled by Nottinghamshire County Council.
  - **Scope 2** – Energy indirect, includes emissions released into the atmosphere associated with the consumption of purchased electricity, heat, steam, and cooling, which are a consequence of the Council's activities, but occur at sources the Council does not own or control.
  - **Scope 3** - Other indirect, emissions are discretionary to include that are a consequence of the Council's actions, which occur at sources which are not owned or controlled by NCC.
20. Emissions have been calculated for activities under the Council's direct operational control (scopes 1 & 2), where the level of data required is relatively accurate, although some areas exist where sufficiently robust data for the baseline year does not yet exist. Where this is the case, the report (appendix B) seems to give an indication of the scale and significance of the excluded emissions sources.
21. For context it needs to be remembered that the County Council only contributes 1-5% from activities within in its direct control to overall county wide GHG emissions – represented by section A in the 'spheres of influence' diagram below. Therefore, a large amount of activity that produces GHG emissions is not in our direct control (scope 3). Although we do not have direct control, we do have various levels of influence in these areas and will continue to address this positively through the wider Corporate Environment Strategy action plan. School transport is an area in which we seek to improve the data to report GHG emissions on in the future. Further work could be done to assess the scale of excluded GHG emissions to help identify and inform opportunities for the Council to influence and set future actions.



22. The Councils Alternative Service Delivery Models (ASDMs) are responsible for their own energy performance and will not be included in the Council's baseline year. However, we have a responsibility to work with our partners to ensure they are supported in achieving their own targets those set out in the CES action plan.

23. The table below shows the high-level breakdown of the Council's source of GHG emissions for 2019-20:

Scope	Emissions source	Emissions per tonne (tCO <sub>2e</sub> )	Percentage of Total Emissions
Scope 1	Heating fuels used in NCC buildings (excluding schools)	2,970.46	17.7%
	Fuel used by Authority's Fleet	2,158.31	12.8%
Scope 2	Electricity used in buildings	2330.18	13.9%
	Electricity used by Highway assets (this includes street lighting, traffic signs and signals, lit bollards, subway pumps and other miscellaneous equipment)	6749.55	40.2%
Scope 3	Fuel used by Staff Business Travel	1,818.53	10.8%
	Transmission & Distribution Losses	770.82	4.6%
<b>Total Emissions</b>		<b>16,799.87</b>	<b>100%</b>

24. The table shows the Council's general electricity usage as being the largest source of emissions through streetlighting and other highways assets. The running of our property

estate heating (including electric heating) is also very significant. Emissions arising from energy use in highways and property assets have already been reduced dramatically since 2014/15 by 69% from 35,310 to 10,981 tonnes through numerous activities.

- 25. Other activities are already underway to reduce emissions, such as switching to a green electricity tariff that uses energy from renewable sources, approved at November's Economic Development and Asset Management Committee.
- 26. We can now see where the key sources of emissions are and to achieve carbon neutrality by 2030 a significant amount of work is required. This will start with the development additional plans to reduce emissions at source, and further consideration of residual emissions. To this end a Carbon Reduction Plan will be developed and brought back to Committee in spring 2022.
- 27. In the short term, all Council decision making reports will consider, within the "sustainability and environment" section of each committee report, the impact of the recommended actions on our environment and carbon emissions, making environmental considerations a fundamental part of our business as usual decision making practices.

Green Investment Fund

- 28. The Green Investment Fund was established with an initial capital budget of £550k for 2021/22 and was approved as part of the 2021/2 budget setting process. The fund will support green projects, and specifically the projects from the action plan in **Appendix A** that lack funding, helping us to deliver the CES ambitions.
- 29. **Appendix C** details the six projects identified to be funded through the green investment fund for the 2021-22 allocated budget. These projects were assessed on the following criteria by Officers and the Council's Environment Ambassador, Councillor Mike Adams, before going through formal approval at CAMG on 6<sup>th</sup> December 2021:
  - a. **Environment Strategy Action Plan**  
The project is required to support the delivery of one or more actions from the CES Action Plan.
  - b. **2030 Carbon Neutrality target**  
The project is required to contribute towards the Carbon Neutrality 2030 target, either through reducing GHG emissions from our activities or activities that could off-set any residual emissions, such as tree planting.
  - c. **Financial**  
Projects that have the potential to deliver long-term financial savings for the County Council were weighted more favourably.
  - d. **Co-benefits**  
As well as reducing GHG Emissions projects that provide co -benefits, such as improving health and boosting the local economy for employees and residents, these schemes were weighted more favourably.
- 30. Significant ongoing financial investment is required to deliver the Council's carbon reduction commitment. Further consideration is being given to securing this investment in the context of the Council's Medium Term Financial Strategy (MTFS).

## Net Zero Strategy and Heat & Buildings Strategy

31. The [Net Zero Strategy](#) and [Heat and Buildings Strategy](#) were published by central government on the 19<sup>th</sup> October 2021, playing an important role in the context of the UK's presidency of the COP26 summit, taking place in Glasgow from 31<sup>st</sup> October – 12<sup>th</sup> November 2021. The strategies will begin to guide our work for the foreseeable future, setting out a delivery pathway for national commitments on climate change.
32. The Net Zero strategy presents the government's overarching plan not only for how the UK will decarbonise by 2050, but also how it will achieve a 68% cut in emissions by 2030 (from 1990 levels), as part of a commitment made under the Paris Agreement and a 78% cut by 2035 under the UK's Sixth Carbon Budget. The theme through the strategy sets out three main routes to how these ambitious targets are going to be achieved using electrification, hydrogen and innovation.
33. Throughout the documents local authorities are described as having a vital role in the delivery and leadership of achieving Net Zero nationally by 2050. We have significant control and influence over our services and the strategies give us the opportunity and begin to formalise our responsibility in contributing towards the national Net Zero target as well as our own 2030 target.
34. The strategies detail huge investment over the coming years and it's anticipated several funding streams will become available to help the County Council deliver its ambitions, ensuring the financial resource is there to allow us to adapt.

## COP26

35. As part of COP26 the Growth, Infrastructure and Development team were successful in a bid to the Department for Business, Energy and Industrial Strategy through the East Midlands Energy Hub, to host one of four COP26 Regional Roadshow East Midlands events.
36. A one-day event was organised at the County Council's Worksop Turbine, Digital Innovation Centre bringing regional partners together to deliver on a full day's virtual conference.
37. The event was well attended by partners and local businesses from across the region with over 170 online attendees. Post event a regional action plan is to be developed in partnership with the Environment Agency, summarising the days commitments as we continue to support partners and business in the transition to greener growth.

## **Other Options Considered**

38. None. It is essential that the Council takes immediate action in response to the climate emergency and to minimise the impacts of its operations on the wider environment if we are to achieve carbon neutrality by 2030.

## **Reasons for Recommendations**

39. It is fundamental the Council prioritises and builds the environmental and carbon impact into all its operational activities to ensure it can achieve the targets it has set.

40. To have a clear understanding of the Council's direct GHG emissions and to ensure a baseline is set for the Council to measure its performance against.
41. The Green Investment Fund was set up to help deliver the CES action plan and the projects will help to improve the environmental performance of the Council's operations.

## **Statutory and Policy Implications**

42. 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**

43. The £550k capital cost of the Green Investment Fund for 2021/22 was approved as part of the Council's budget setting process.

## **Implications for Sustainability and the Environment**

44. The County Council has repeatedly committed itself to improving the environmental performance of its operations and recently declared a climate emergency.
45. Making significant changes in the delivery of services will be necessary if the Council is to meet these aspirations.

## **RECOMMENDATIONS**

That Committee:

- 1) Acknowledges the progress made to date on the Corporate Environment Strategy and Action Plan.
- 2) Agree the Greenhouse Gas Report 2019-20 baseline year to measure future progress towards the Council's 2030 carbon neutral target.
- 3) Endorses the 2021-22 Green Investment Fund allocation and approves the development of a phase two Green Investment Fund proposal to be brought back to the appropriate committee.

**Derek Higton**  
**Service Director, Place and Communities**

**For any enquiries about this report please contact:** Mick Allen, Group Manager Place Commissioning, Tel: 0115 77 4684

## **Constitutional Comments (ADK 07/12/2021)**

46. This report falls within the remit of Transport and Environment Committee under its terms of reference.

## **Financial Comments (SES 30/11/2021)**

47. The financial implications are set out in paragraph 44 of the report.

48. The £500k capital cost of the Green Investment Fund for 2021/22 was approved as part of the Councils budget setting process.

## **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.

## Appendix A

### Corporate Environment Strategy, Summary of Action Plan Progress, November 2021

Action	Performance Measure	Progress and Status
<b>Nature and Heritage conservation</b>		
1. Achieve favourable condition for the 5 Sites of Special Scientific Interest (SSSIs) under the Council's management and ensure habitats on all sites are in a healthy state and conserved by their management.	No. of SSSI's in favourable condition, as defined/assessed by Natural England. Maintain Local Wildlife Site Status for other non-SSSI sites.	In progress – funding resource being sought from Green Investment Fund. Additional staffing resource being explored.
2. Protect and enhance habitats and populations of species on the 46 Local Wildlife Sites (LWSs) under the Council's control and prioritised as under threat by Section 41 of the Natural Environment and Rural Communities Act.	No. of habitats and populations of species on LWS prioritised as under threat by Section 41 of the Natural Environment and Rural Communities Act.	In progress - funding resource being sought from Green Investment Fund. Additional staffing resource being explored.
3. Eradicate harmful invasive non-native species of plants on Council land and co-ordinate a wider approach with partners for Nottinghamshire.	No. of harmful invasive non-native species of plants on Council land.	In progress – was slowed due to COVID-19, but volunteer groups have resumed. Funding resource being sought from Green Investment Fund.
4. Plant ¼ million trees in the next 5 years through woodland regeneration and woodland planting on Council land.	No. of trees planted / hectares of new woodland created.	Good progress – Approvals are being sought for a further 3 sites for planting, including Bestwood Country Park.
5. Designate a new tranche of Local Nature Reserves (LNRs) from the Council's Green Spaces portfolio, in addition to the 7 LNRs currently under the Council's management.	No. of new Local Nature Reserves in Nottinghamshire.	In progress – management plans required for LNR designation; funding resource being sought from Green Investment Fund.
6. Achieve net gains in biodiversity on Council land and highway verges, supporting the delivery of the Local Biodiversity Action Plan.	Biodiversity metric to be confirmed - Local Biodiversity Action Plan.	In progress – working group considering options.
7. Work with partners to achieve net gains in biodiversity across the County, including co-ordinating net gain delivered through the planning system.	Biodiversity metric to be confirmed - Local Biodiversity Action Plan.	In progress – Biodiversity Opportunity Mapping almost complete.
8. Work with partners and local communities to develop the proposed new 'national forest' in Sherwood, offering benefits to the environment, health and visitor economy in Nottinghamshire.	The award/creation of a 'National Forest' which would include Sherwood Forest.	In progress – no response from government, Trees for Climate liaising with partners to maximise benefits of existing woodland creation schemes.

9. Work with partners to establish nature recovery networks across the County to increase the resilience of biodiversity to the negative impacts of a changing climate.	No. of new nature recovery networks established across the County.	In progress – additional resource being explored and developed to progress this further.
10. Safeguard and enhance built and archaeological heritage sites on Council land and for all heritage assets to be in favourable management.	No. of heritage sites categorised as in favourable management. Increase proportion of planned maintenance budget directed towards heritage.	In progress – awaiting review of Conservation Management Plan for Rufford.
11. Work with partners to reduce levels of heritage at risk in Nottinghamshire from neglect, decay or inappropriate development and develop and deliver programmes to safeguard and enhance heritage across the County.	Within 5 years: •25 sites will be investigated •6 sites will be progressing to developed funding solutions •10 sites will have improved •2 sites removed from 'At Risk' register	Good progress – through Miner2Major.
<b>Catering and Facilities Management</b>		
12. Achieve minimal to zero food waste for the Council's catering services, day care and other services.	To be explored in light of staffing changes.	Unknown
13. Reduce the waste generated by the Council's offices and services.	Tonnes of waste produced by Council offices.	In progress – waste significantly reduced due to COVID-19 pandemic.
14. Reduce the Council's use of paper and stop the use of single-use plastic in all Council offices and services	£ spent on printing and procurement of single use plastics / items.	In progress – significantly reduced due to COVID019 pandemic.
15. Increase the Council's recycling performance, to above last year's performance of 41.246 tonnes.	Increase in tonnes recycled by the Council (as reported by Enva, use of hard target to be explored going forward due to anomalies caused by COVID-19).	In progress – working with current service providers.
16. Procure fresh local food products for the Council's catering service, reducing the Council's food miles.	No of contracts for food products that are from locally based businesses.	Good progress - 3 main local supply contracts in place providing local produce. Use of labels with carbon footprint information to be explored.
17. Continue to improve the sustainability of the Council's catering offer for schools, which already includes vegetarian options, use of locally sourced ingredients and outdoor reared meat and the Schools Food Forum.	Food for Life Award (Silver/Gold).	In progress – working with current service providers.
<b>Energy and carbon management</b>		
18. Increase the production of renewable energy generated on the Council's estate.	Increase in kWh of renewable energy produced on Council's estate annually.	In progress – Minimal installation of PVs from 2020-21. Slight increase in productivity of renewable energy generation.

19. Increase the energy efficiency of properties in Council management or ownership.	Reduction in energy consumption (kWh) of Council properties annually / Display Energy Certificate (DEC) of buildings.	Good progress – further 8% improvement in average DEC score.
20. Reduce the consumption of energy of Council premises by implementing and expanding the Energy Strategy for County Offices 2019-2022, aspiring to achieve a 5-10% annual reduction.	Reduction in energy consumption (kWh) of Council properties annually / Display Energy Certificate of buildings.	Good progress – consumption reduced by 20% from 2018/19 to 2020/21.
21. Develop and implement a carbon reduction plan to achieve the UK target of net zero carbon emissions by 2050, aspiring to deliver carbon neutrality at the earliest possible opportunity.	Reduction in CO <sub>2</sub> emissions (tonnes) as reported in the Carbon Reduction Plan.	In progress – plan in progress, reduction of 1,794 tonnes between 2019/20 and 2020/21.
22. Develop and implement a programme to support and advise schools on actions and funding opportunities to achieve net zero carbon emissions.	No. of schools engaged with programme for advising on reducing emissions and/or improving energy consumption of schools.	In progress – continued support offered to schools.
23. Provide online training for members and employees on good environmental practice at work, including the principles of smarter working and energy efficiency measures in our buildings.	Development of online training offer / No of employees completing training on MyLearning.	In progress – carbon literacy training is currently being developed for roll out in early 2022 and MyLearning package to give guidance to staff is being developed
24. Reduce the consumption of water in Council premises and centralise energy and water budgets, aspiring to achieve a 5-10% annual reduction.	£ on annual water bill.	In progress - Annual water reduction figures not given due to the lack of robust data owing to the high degree of estimated consumption used for calculating water bills. The Corporate Landlord project currently being implemented helps to align budgets and seeks to give more control over a building's usage.
Flood risk management		
25. Implement more Natural Flood Management schemes countywide.	No. of Natural Flood Management Schemes implemented in Nottinghamshire.	Good progress – 3 schemes delivered, 4 more proposed.
26. Enhance the Council's education programme for Nottinghamshire riparian owners, as well as residents and businesses, on resilience measures.	Increased provision of educational resources for riparian owners, residents, and businesses.	Good progress – support and guidance on NCC website, Flood Warden training being offered where needed.
27. Work with partners and other agencies to reduce the risk of flooding to properties and businesses in Nottinghamshire.	No of properties/services that could be affected by flooding, as reported by a Preliminary Flood Risk Assessment (PFRA).	Good progress – continuation of work with public and private sector partners.

Investing in Nottinghamshire		
28. Complete and deliver the Investing in Nottinghamshire Programme, a review of the County Offices, which aims to reduce the carbon footprint of the Council's estate and incorporate renewable energy sources into new offices.	No of environmental benefits secured as outlined in liN benefits profile.	In progress – 4 key schemes proposed, one rescope.
29. Achieve excellent BREEAM (Building Research Establishment Environmental Assessment Method) rating for the new offices at Top Wighay and County Hall, with the long-term ambition for the West Bridgford campus to be carbon neutral.	Achievement of Excellent BREEAM rating for new builds.	In progress – Top Wighay set to achieve BREEAM status, County Hall is currently on hold pending review.
30. Develop and implement a Parking Management Strategy to incentivise staff to use 'greener' modes of transport and increase the number of members to the car sharing scheme, with the environmental aim to reduce the impact of work-related travel.	% of employees using 'greener' modes of transport (public transport/ car sharing) as captured by annual travel surveys.	No further progress – reduced car park use, as many colleagues continue to work from home. To be further explored as staff start to reoccupy offices.
Planning		
31. Reduce and sustainably manage all waste arisings from the demolition and construction of buildings from our property estate.	% of recycling and diversion from landfill for demolition and construction of buildings from the Council's property estate.	In progress - recycling and diversion from landfill already at high levels within Arc managed projects, increase from 98% to 99.4% over the last year. Consideration to be given of how we limit demolition that indirectly increases concrete related emissions.
32. Work with partners through the planning system guided by the Spatial Planning and Health Framework to mitigate the impact of new residential, commercial minerals and waste developments on air quality including electric vehicle charging infrastructure.	No. of developments that fulfil the Nottinghamshire Rapid Health Impact Assessment Matrix (no. IV relates to Air Quality)	Good progress – use of national frameworks and local plans.
33. Utilise the role of the planning system for health and wellbeing outcomes and related environmental co-benefits.	No. of plans that consider health and wellbeing outcomes and related environmental co-benefits.	Good progress – inclusion in Minerals Local Plan.
Procurement		
34. Use the Council's purchasing power to positively affect the environment and ensure its investments, services and goods are environmentally responsible.	No. or % of contracts with measures to secure environmental benefits (as outlined in the Procurement Strategy, p. 10)	Good progress – environmental KPIs and targets have been incorporated into tenders and contracts where appropriate.
35. Implement the Council's new Procurement Strategy, ensuring the Council has a green and sustainable supply chain	No. or % of contracts with measures to secure environmental benefits (as outlined in the Procurement Strategy, p. 10)	Good progress – Procurement strategy has been implemented.

and secures environmental benefits and increasing social value from our contracts.		
<b>Property Asset Management</b>		
36. Design environmental guidelines on achieving good to excellent BREEAM rating, or an equivalent environmental standard, for the design, construction and operation of all new builds and developments by the Council.	No of new builds that achieve a good to excellent BREEAM rating.	Good progress – Top Wighay due to achieve BREEAM excellent rating, work ongoing to establish design standard for all NCC Property works.
<b>Public Health</b>		
37. Provide leadership to the Nottinghamshire Health and Wellbeing Board on their Healthy and Sustainable Places agenda.	Leadership to be explored as part of this work resuming following the COVID-19 pandemic.	In Progress - lack of resource due to COVID-19, although resource has been able to continue progressing from Oct 2021. Working towards refreshing the County Health and Wellbeing strategy from April 2022.
38. Coordinate an Air Quality Strategy for the County which includes mitigating the impact of development on air quality, enabling the shift from low to zero emission transport, reducing emissions from the built environment, engagement, and communication with residents.	Air Quality Index for Nottinghamshire.	No further progress – lack of resource due to COVID-19, however this work is now being resumed as part of Public Health Recovery Plan.
39. Work with partners to develop a food charter for the County which recognises the role of food for communities, the local economy, and environmental outcomes.	Development of Nottinghamshire Food Charter.	In progress – report to approve Food Charter to be taken to Jan 2022 Health & Wellbeing Board if approved by Chair.
40. Work with partners to develop healthy and sustainable places as part of the Nottinghamshire and South Yorkshire / Bassetlaw Integrated Care Systems.	Delivery of Healthy and Sustainable places strategic aims.	In progress – refreshed partnership approach to Healthy and Sustainable Places to be shared with ICS partners in 2022.
<b>Highways and Transport</b>		
41. Develop and implement a Greener Highways Plan covering the management of trees, green corridors and road verges, with targets to increase trees and wildflower areas on the highways network.	Delivery of Greener Highways Plan (with key performance targets for green corridors, trees and wildflower areas).	In progress – Considered as part of the Highway Services Review and a new highway strategy to be developed to include environmental maintenance. Proposed future trials of reactive weed spraying in identified rural/urban locations where there is community support/interest and further investigation into the use of

		alternative weed spraying treatments and regimes
42. Complete conversion of all street lighting to LED by 2026.	% of street lighting converted / reduction in kWh consumed / Co2 emitted by street lighting.	Good progress – 82% of streetlights now LED.
43. Switch Council-owned transport vehicles to electric or alternatively fuelled models (Please refer to Travel & Transport ambitions 9 &10).	No. of vehicles owned/leased by NCC that are electric/ alternatively fuelled.	Good progress – 4 buses delivered and due for deployment.
44. Develop and implement a Staff Travel Plan to provide advice and guidance encouraging staff to take more active or public modes of transport with the environmental aim to reduce staff mileage.	Annual business mileage.	No further progress – additional resource required to deliver; this is being explored.
45. Research and action making the Pool cars electric (or hybrid for out of county trips) and expand their rollout to other Council premises.	No. of electric pool vehicles.	In progress – electric vehicle replacement of 2 pools agreed Nov 2021.
46. Develop and implement a strategy to green all the Council's vehicles by 2030, including vehicles used for business travel and service provision.	No. of vehicles owned/leased by NCC that are electric/ alternatively fuelled.	In progress – review of fleet completed; target included in new Council Plan.
47. Implement initiatives to encourage use of public and community transport and orchestrate the move towards greener modes of public and community transport.	To be explored once Department for Transport funding has been confirmed.	In progress – Bus Service Improvement plan and Community Transport Information and Marketing Strategy have been developed and are being implemented.
48. Retrofit 70 buses in the Nottingham conurbation to meet Euro 6 emission standards by 2021.	No. of buses meeting Euro 6 emissions standards.	Complete – all buses have been retrofitted.
49. Develop the electric vehicle charging infrastructure in Nottinghamshire.	No. of public electric vehicle charging points in Nottinghamshire (20 points currently available in early 2020).	Good progress – 68 EV charge points in total at 22 locations (up from 23 points in 17 locations). Continue to explore, plan and implement EV charging provision across the county, looking at hard to reach areas such as terrace streets.

Waste strategy and development		
50. Maintain landfill diversion to above 95%, aspiring to achieve 100% diversion from landfill for Nottinghamshire's waste.	Landfill diversion rate.	In progress – landfill diversion for 2020/21 was 95%. Difficulties due to pandemic. Targets relating to incineration of waste to be explored as an additional action.
51. Improve the recycling performance of the County to above current rate of 43%, aspiring to achieve 52% by 2025.	County's recycling performance.	No further progress - due to COVID-19 (increase of residual waste and disruption of recycling and composting services ) and awaiting the outcome proposals of the Resources and Waste strategy/ Environment Act.
Other		
52. Organise and promote initiatives to inspire our employees and partners to become healthier and more active and consider alternative modes of transport.	No. of initiatives promoted/funded by NCC that encourage healthier and more active lifestyles for its workforce.	In progress – Wellbeing monthly newsletter available for staff. Hybrid Working strategy being implemented.
53. Encourage and support workforce initiatives championing positive environmental action through the newly formed Employee Green Initiatives Group.	No. of events/initiatives supported by NCC.	In progress – monthly meetings restarted November 2021, following pause due to pandemic.
54. Encourage and support our partners and subsidiary companies on delivery of their own environmental agendas: Via East Midlands	Involvement in delivery of partners' environmental agendas.	Good progress – Via delivering on several initiatives with NCC support.
55. Encourage and support our partners and subsidiary companies on delivery of their own environmental agendas: Arc Partnership.	Involvement in delivery of partners' environmental agendas.	Good progress – workshops taken place focusing on Environmental Sustainability as part of Design Standards project.
56. Encourage and support our partners and subsidiary companies on delivery of their own environmental agendas: Veolia UK.	Involvement in delivery of partners' environmental agendas.	In progress – Working with Veolia to widen what we accept starting with bottle tops. Partnership working will continue to achieve national aspirations from the Resource and Waste Strategy/Environment Act.
57. Encourage and support our partners and subsidiary companies on delivery of their own environmental agendas: Inspire.	Involvement in delivery of partners' environmental agendas.	Good progress – Supporting Inspire colleagues through their Health, Safety & Environment working group.

58. Encourage and support our partners and subsidiary companies on delivery of their own environmental agendas: Country Parks.	Involvement in delivery of partners' environmental agendas.	Good Progress – working with partners to plan and deliver environmental improvements through the revised (draft) Cultural Services Strategy.
59. Identify opportunities where the Council can influence and collaborate with communities to support behaviour change and help communities become resilient to climate change.	Evidence of community engagement and/or initiatives utilised.	In progress – investment made in Notts Green Rewards app, opportunities to further collaborate with communities being explored.
60. Promote environmental volunteering opportunities with our workforce, community partners, schools, and residents.	No. of volunteering opportunities promoted by NCC / No. of volunteers taking part.	In progress – volunteering restarted following national lockdown.
61. Set up a Green Investment Fund to provide annual funding for projects and initiatives improving the Council's environmental performance or promoting innovative solutions to mitigate against the impacts of climate change.	£ spent on green investments/projects by the Council.	Complete – fund set up & allocations proposed.

# NOTTINGHAMSHIRE COUNTY COUNCIL

## Greenhouse Gas Emissions Annual Report

2019-2020

The urgent need for action on climate change has been recognised by over 170 countries globally. The 2015 Paris Agreement signed countries up to work together in limiting global temperature rise to well below 2°C, with the aim of achieving a 1.5°C limit. This is the recognised level established by the Intergovernmental Panel on Climate Change to limit the risks and impacts of climate change to within safe levels. In response to this the UK government set a legally binding greenhouse gas emission reduction target of 100% by 2050, achieving net zero, with an interim target of 78% by 2035.

In March 2020 the Council approved a new Corporate Environmental Policy and Corporate Environment Strategy which reaffirmed its commitment to protecting and enhancing the environment for current and future generations. It has subsequently committed to becoming carbon neutral in all its activities by 2030. The Council is also committed to achieving a net zero Nottinghamshire by 2050 in line with the national target.

Since 2014-15 the County Council has made good progress in reducing carbon emissions from energy use across its properties and highways assets by 69%. However, it recognises the need for further urgent action and formalised this by declaring a Climate Emergency in May 2021 and has sought to ensure the environment will be considered throughout all its activities and decision making in the new Council Plan, 2021-2031.

Date report produced: **November 2021**

### 1. Introduction

The term greenhouse gas refers to gases that trap heat in the Earth's atmosphere, increasing the atmospheric temperature and therefore contributing to climate change. These gases include carbon dioxide, methane, and nitrous oxide, which are produced when fossil fuels are burned, and fluorinated gases which are used in refrigeration and air conditioning.

Nottinghamshire County Council's activities contribute to greenhouse gas emissions through the direct consumption of fossil fuels such as gas, oil, petrol, and diesel or indirectly through the use of electricity supplied via the national grid, and, in the case of fluorinated gases, from any gas leakage from units they are used in.

### 2. Operational Scope and Organisational Parameters

As suggested by the [Government's Environmental Reporting Guidelines](#), Scope 1 and Scope 2 emissions have been included in this report, along with Scope 3 emissions where reliable data exists. A description of the three scopes taken from the guidelines is shown below:

**Scope 1** (Direct emissions) includes emissions released straight into the atmosphere by activities owned or controlled by Nottinghamshire County Council. Examples of scope 1 emissions include those released from combustion in NCC owned or controlled boilers and vehicles.

**Scope 2** (Energy indirect) includes emissions released into the atmosphere associated with the consumption of purchased electricity, heat, steam, and cooling, which are a consequence of the Council's activities, but occur at sources the Council does not own or control. The most common type of Scope 2 emission is electricity purchased for our own consumption via the National Grid or a third party.

**Scope 3** (Other indirect) emissions are discretionary to include and are a consequence of the Council's actions, which occur at sources which are not owned or controlled by NCC, and which are not classified as scope 2 emissions. Examples of Scope 3 emissions include those from private cars driven on Council business (grey fleet) or the emissions from procurement.

All emissions are expressed as CO<sub>2</sub> equivalent tonnes i.e., tCO<sub>2</sub>e.

This report contains details of emissions related to activities within the Council's operational control. As such some activities the organisation has influence but no control over, for example those provided by some partners, have been excluded. Other exclusions may have been made due to the difficulty associated with gathering the data, and these exclusions will be reviewed on a year-by-year basis.

**Appendix 1** lists each source and scope and briefly describes the basis for inclusion or exclusion in this report.

### **3. Base Year and Target**

The baseline year set for the Council's Greenhouse Gas Reporting is 2019-20 and will be used as the fixed base year for future reports.

The Council's target is to achieve carbon neutrality in all its activities by 2030.

### **4. Calculation Methodology**

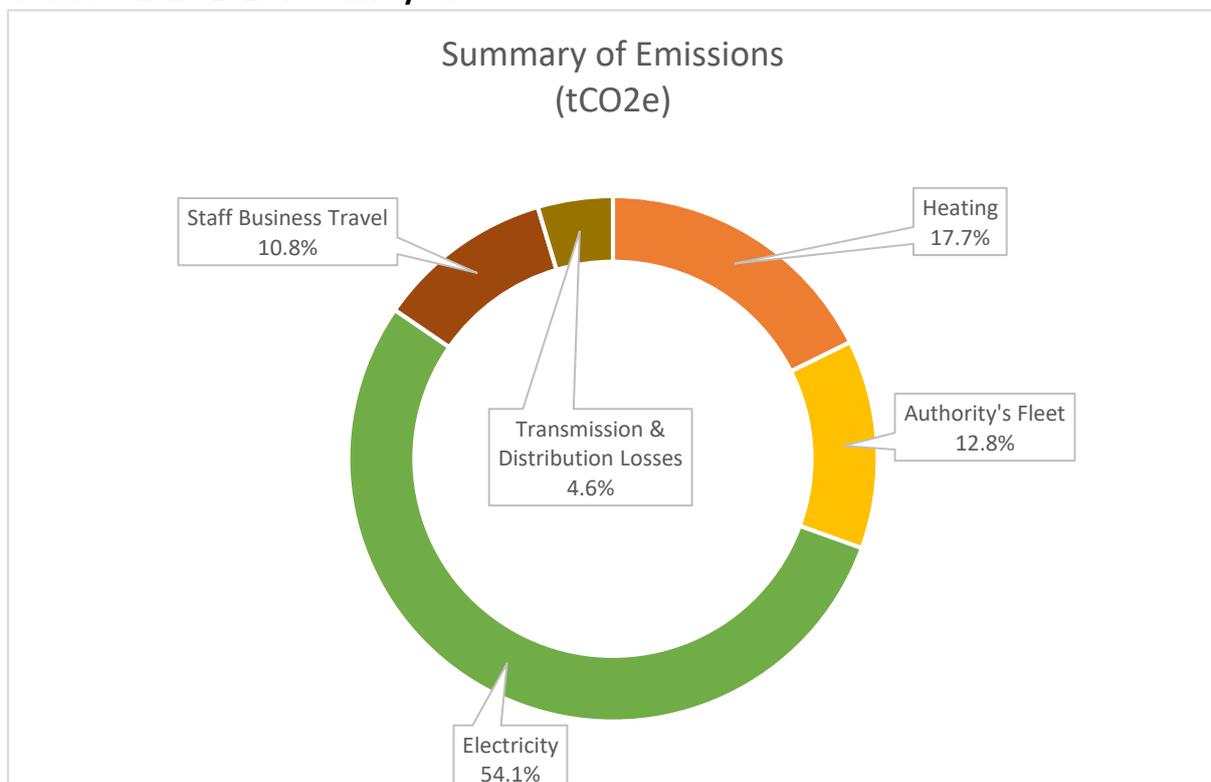
The Greenhouse Gas Accounting Tool developed specifically for local authorities [by Local Partnerships](#) working with the Local Government Association, has been used to calculate emissions from activities within the scope of this report. This tool ensures the appropriate conversion factors for the reporting year are used.

## 5. 2019-2020 Emissions

**Table 1: Summary table of emissions for Nottinghamshire County Council activities 2019-2020 baseline year.**

Scope	Emissions source	Emissions per tonne (tCO <sub>2</sub> e)	Percentage of Total Emissions
Scope 1	Heating fuels used in NCC buildings (excluding schools)	2,970.46	17.7%
	Fuel used by Authority's Fleet	2,158.31	12.8%
Scope 2	Electricity used in buildings	2330.18	13.9%
	Electricity used by Highway assets (this includes street lighting, traffic signs and signals, lit bollards, subway pumps and other miscellaneous equipment)	6749.55	40.2%
Scope 3	Fuel used by Staff Business Travel	1,818.53	10.8%
	Transmission & Distribution Losses	770.82	4.6%
<b>Total Emissions</b>		<b>16,799.87</b>	<b>100%</b>

**Table 2: Summary pie chart of emissions in % for Nottinghamshire County Council activities 2019-2020 baseline year.**



## **6. Carbon Offsets**

Nottinghamshire County Council has not purchased any carbon offsets.

## **7. Renewable Energy Generation**

PV Solar panels on over 40 Council buildings, generated 888,151 kWh over 2019-20.

## **8. Green Tariffs**

The Council has not purchased any green tariff energy.

## Appendix 1 – Operational Scopes

IN SCOPE	Definition
<b>Scope 1</b>	
Gas	Emissions from fuel consumed for heating purposes in the Council's property assets, excluding its schools and buildings operated by alternative service delivery models, Inspire and Via, and leased or other non-operational properties.
Kerosene	As above
Burning Oil	As above
Biomass	As above
Core Fleet (Authority's Fleet of diesel/petrol vehicles)	Emissions from fuel consumed by Council owned or leased fleet covering all services directly operated by the Council, including some Adult Social Care services, school transport, special needs travel and local bus transport, and maintained by Via EM.
<b>Scope 2</b>	
Electricity - Streetlighting	Emissions associated with electricity consumed by the Council's highways assets including street lighting, traffic signs and signals, lit bollards, subway pumps and other miscellaneous equipment.
Electricity -Buildings	Emissions associated with electricity consumed by the Council's property assets, excluding its schools and buildings operated by alternative service delivery models, Inspire and Via, and leased or other non-operational properties.
Core Fleet (Electric Vehicles)	Emissions associated with electricity consumed by Council owned or leased fleet covering all services directly operated by the Council, including some Adult Social Care services, school transport, special needs travel and local bus transport, and maintained by Via EM.
<b>Scope 3</b>	
Business Travel (private vehicles)	Emissions arising from staff business travel in private vehicles.
Transmission & Distribution Losses	Emissions associated with the delivery component of getting electricity from point of generation to point of supply - involving National Grid's high voltage transmission network and local district network operators (DNOs)

OUT OF SCOPE	Definition
<b>Scope 1</b>	
Refrigerant and other fugitive emissions	Excluded due to lack of data, preliminary assessment indicates these emissions are negligible.

<b>Scope 3</b>	
Staff travel to and from work	Excluded as the authority does not have direct control over the methods used for travel and there is a lack of robust available data. NCC can influence through flexible working policies and various support schemes for greener options
Business Travel (public transport)	Journeys by modes other than private vehicles such as air, train and bus excluded. Preliminary assessment suggests this is not significant.
Water	Emissions arising from water supply and treatment to Council property assets is excluded as the data available for this is low quality due to infrequency of meter readings and subsequent level of estimates used for billing.
Nottinghamshire County Council Schools	Excluded as NCC can only influence the choices made by schools in relation to activities and actions that may affect greenhouse gas emissions.
Waste disposal	The emissions released by waste disposal from our operations and those associated with collections as we currently have insufficient data for inclusion.
School transport (Mainstream & SEND Home to School)	Excluded for this reporting year as the system used for transport planning does not currently save the data. Routes are updated each school term, which may result in changes in greenhouse gas emissions throughout the year, as well as between academic years. School transport is contracted so whilst the authority can influence actions and activities relating to greenhouse gas emissions, they are not under our direct control, however we will seek to improve this data.
Contracted travel relating to Adult Social Care and other ad-hoc travel	Excluded contracted journeys, such as Special Educational Needs Home to School transport. NCC does not have direct control over actions relating to greenhouse gas emissions.
Items we purchase	Greenhouse gas emissions relating to items purchased by the authority are covered under the delivery of the Procurement Strategy. The authority can only influence this.
ASDMS (Via, Arc, Inspire, Country Parks)	Excluded as such organisations are considered outside of the Council's operational control. They will be encouraged to produce their own GHG emissions reports, where they don't already so. NCC are committed to support partners through the Corporate Environment Strategy's action plan.

Appendix C

Summary of Green Investment Fund Projects

Department	Team	Project Title & Summary	Environment Strategy Actions Supported	Location	Cost
Place	Conservation	<p><b>Green Spaces Habitat Improvements:</b></p> <ol style="list-style-type: none"> <li>Habitat management works on 5 Sites of Special Scientific Interests (SSSIs) to remove encroaching scrub and remove invasive plant species at 2 sites.</li> <li>Habitat management works to benefit Local Wildlife Sites and non-SSSI Green Spaces sites supporting priority species.</li> <li>Production of 2 management plans to allow designation of two new Local Nature Reserves (already identified) to contribute to target of 5 LNRs.</li> </ol>	1, 3, 5 and 6	Countywide	£34,250
Place	Development & Partnerships	<p><b>Mansfield Bus Station Improvements:</b></p> <ol style="list-style-type: none"> <li>Halogen lighting changed to LED at a cost of £37,000 - estimated annual carbon saving of 3,400 kgCO<sub>2</sub>e, annual cost saving of £2,000.</li> <li>Solar panel installation at a cost of £115,000 - estimated annual carbon saving of 9,000 kgCO<sub>2</sub>e, annual energy offset of £5,000.</li> </ol>	18, 19 and 20	Mansfield	£152,000
Place	Development & Partnerships	<p><b>Mobility Hub Infrastructure Improvements :</b></p> <p>Pilot of photovoltaic glass to power bus shelter lighting and the digital information provision in the mobility hub in Ollerton. This will support future investment decisions, particularly the procurement of the new advertising shelter contract in 2024/25.</p>	18 and 20	Newark & Sherwood	£20,000
Children, Families & Cultural Services	Notts Outdoors	<p><b>Future Footprints:</b></p> <p>Further improvements to The Mill Adventure Base to reach carbon neutrality. Increase size of solar PV system to provide 100% of centre's electricity (£80,000). Install Netbiter data collector to site's energy meters and store energy use in the cloud storage (£65,000). Install 4 x 22kW 3 phase, fully load balanced EV chargers (£5,000).</p>	18, 19, 20 and 48	Ashfield	£150,000 (£75,000 – Green Investment Fund, £75,000 available from Additional Capital for Energy fund)

Place	Traffic Management	<b>Replace School Parking Enforcement vehicle for electric:</b> The school parking enforcement runs 3 vehicles around the county, patrolling and enforcing school entrances and zigzag areas to ensure parking restrictions are being adhered too. These vehicles not only enforce but are visible across the county daily. The funding is to replace one of those vehicle's (£38,000) as it is near to the end of its life and any additional EV charge points required (£10-12,000) to support the transition.	42, 45 and 48	Countywide	£50,000
Place	Conservation	<b>Woodland Creation at Willey Wood Farm:</b> Willey Wood farm is being acquired to help towards our Climate for Change Programme. The funding will support the creation of a new native broadleaved woodland with over 75,000 trees to be planted on the land. The scheme will help the Authority meet the 2030 carbon neutrality target. Registration of scheme with Woodland Carbon Code provides potential for further carbon trading.	4, 6, 7, 21, 24 and 58	Broxtowe	£218,750

5 January 2022

Agenda Item:6

**REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****STAFFING PROPOSALS TO SUPPORT DELIVERY OF NET ZERO 2030****Purpose of the Report**

1. To seek approval to the establishment of a new staff structure in the Place and Communities division to respond to the Climate Emergency and deliver net zero carbon emissions in all the Council's activities by 2030.

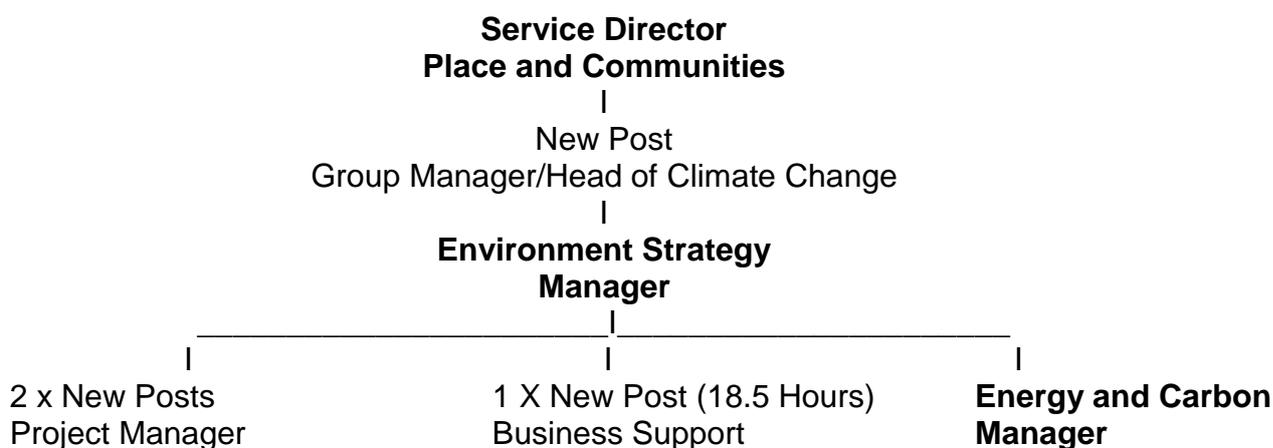
**Information**Background and Context

2. At the first County Council Meeting of the current administration in May 2021 Members unanimously agreed that ***'This Council now formally agrees to declare a Climate Emergency, and to delegate the new Transport and Environment Committee to take the lead in considering, agreeing, and overseeing appropriate measures to achieve this authority's commitment to achieve carbon neutrality in all its activities by 2030'***.
3. And ***"All other Committees of the Council will be expected to ensure that the decisions they take within their remit adhere to this principle, and the relevant actions agreed across all of these committees will be reported to Full Council on a regular basis so that every Member has an ongoing overview of the progress being made"***.
4. To deliver on these commitments additional capacity is required to make a step change in environmental performance, and support services from across the organisation to reduce their carbon emissions.
5. A budget allocation of £200kpa from 2022/23 has been supported in principle to deliver additional staffing capacity into the Place department to achieve those ambitions.
6. This report outlines a proposed structure which will fit within that funding envelope should the additional resource be approved in the February 2022 budget.
7. These resources are intended to supplement current climate change activities undertaken within services across the organisation to help embed enhanced environmental performance as business as usual, and not to replace existing service-based capacity.

Proposed Structure

8. To provide a real focus to our climate change work a senior responsible officer needs to be identified, and it is proposed that the existing Service Director Place and Communities takes on that role.

9. A new post of Group Manager/Head of Climate Change is created to work across the organisation and with partners on the promotion and delivery of our net zero aspirations and manage the whole host of activities which need to be corralled together over the next few years.
10. The recently appointed Environment Strategy Manager will move into the team from Place Commissioning and form the day to day point of contact for the projects and programmes within the current action plan, and other actions identified as necessary to achieve the outcomes.
11. Two Climate Change/Net Zero project managers will be appointed to drive forward individual projects and provide specialist support to staff already working on relevant initiatives across the council and with partners and stakeholders.
12. Business support will also be needed to provide the necessary capacity to bring together numerous work strands and ensure reports and documents are prepared and shared effectively.
13. As part of the corporate landlord project the Energy and Carbon Management Team is proposed to be relocated into the Property Commissioning team so energy efficiency can be fully integrated into the planning, design, delivery, and maintenance of property projects, alongside the management of energy contracts and performance.
14. It is proposed that whilst the 4 Energy Management Officers move into property commissioning, the Energy and Carbon Manager post be relocated into the new Climate Change team to continue its role as carbon reduction policy maker, and as link officer for a range of external fuel poverty and climate change work, such as chairing the Nottinghamshire and Derbyshire Local Authority Energy Partnership.
15. The two existing posts will be transferred from Place Commissioning with their current staffing budget provision, with the remaining posts requiring new financial allocations.
16. The proposed staffing structure is shown in chart form below. This is subject to relevant HR procedures and Job Evaluation of any new or changed posts;



**Note: Existing and already funded posts shown in bold.**

## **Reasons for Recommendation**

17. Delivering a step change in climate change activity will need significant additional resources and allocating further funding to allow the development of a new Climate Change team within the Place and Communities division will ensure the council is best placed to achieve it's net zero by 2030 ambitions.

## **Other Options Considered**

18. Do nothing is not an option.

## **Statutory and Policy Implications**

19. 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**

20. The costs of the new posts within this structure will be contained within the £200k pa identified, and sufficient potential additional funding is proposed to be included within the 2022/23 budget for consideration in February 2022.

21. Funding for the existing posts of Environment Strategy Manager and Energy and Carbon Manager will be transferred from the existing Place Commissioning staff budget as required.

## **Human Resources Implications**

22. The new and changed posts will be subject to Job Evaluation, and recruitment will be conducted in accordance with the Council's policies and procedures.

23. Consultation on the relocation of the existing posts of Environment Strategy Manager and Energy and Carbon Manager will be undertaken in accordance with the Council's policies and procedures.

## **Implications for Service Users**

24. Ensuring the Council appropriately resources its aspirations to be carbon neutral in all its activities by 2030 is essential if the authority is to maintain and improve service levels whilst ensuring it mitigates any negative environmental impacts and adapts to alleviate any climate change threats and risks.

## **Implications for Sustainability and the Environment**

25. With additional staff resources to drive change across the Council the impacts of climate change on the environment will be mitigated.

## RECOMMENDATION

That Committee:

- 1) Approves the staffing structure noted above and the creation of the additional posts indicated at a cost of circa £200k pa for 2022/23 onwards in order to deliver on the Council's ambitions to be carbon neutral in all its activities by 2030, subject to the allocation of appropriate monies in the 2022/23 budget.

**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 Comment (RHC 06/12/2021)**

26. Transport and Environment Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference.

### **Financial Comment (SES 01/12/2021)**

27. The financial implications are set out in paragraphs 20 and 21 of the report.

28. The costs of the new posts within this structure will be circa £200k pa and a budget has been identified to meet these costs. An appropriate budget allocation is proposed in the 2022/23 budget for consideration in February 2022.

29. Funding for the existing posts of Environment Strategy Manager and Energy and Carbon Manager will be transferred from the existing Place Commissioning staff budget as required.

### **HR Comment (JP 16/12/2021)**

30. The HR implications are outlined in the body of the report which include the proposals being subject to the relevant HR policies and procedures.

### **Background Papers and Published Documents**

- None.

### **Electoral Division(s) and Member(s) Affected**

- All

**5 January 2022****Agenda Item:7**

## **REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES**

### **RECYCLING CENTRE (RC) STRATEGIC REVIEW**

#### **Purpose of the Report**

1. To seek approval to undertake a strategic review of recycling centre provision in Nottinghamshire and Nottingham, subject to agreement on an appropriate funding allocation by Nottingham City Council.

#### **Information**

##### Background and Context

2. Veolia operates 12 Recycling Centres across Nottinghamshire on behalf of the County Council as part of the Waste Private Finance Initiative (PFI) Contract. Appendix 1 shows the locations of the 12 County RC plus the Nottingham City site at Lenton
3. In 2019/20 overall waste deposits to the 12 County sites totalled 87,519 tonnes.
4. Veolia generally subcontract Recycling Centre operations to individual site licensees based around a performance driven payment mechanism alongside a minimal hourly charge. Site licensees generate income to cover operating costs by sorting the waste and selling some of the waste streams, through various outlets. This operating model was historically known as “totting” and is a common approach across the UK.
5. Collectively, high performance is achieved at the County sites, with approximately 80% recycling and composting performance, and 98% user satisfaction. The sites accept a wide range of materials for recycling including batteries, carpet, garden waste, inert waste, fridges/freezers, wood, plasterboard, and glass. Trade waste is not accepted at Recycling Centres.
6. Paint reuse through the Community RePaint scheme is operated on four of the 12 sites (Beeston, Calverton, Newark and Warsop) where reusable paint is collected and re-distributed to individuals, families, communities, and charities. There are aspirations to expand this offer, where site capacity and budgets allow.
7. Despite the successful performance noted above, several sites are operating at capacity and many experience operational difficulties due to where they are located, generating complaints from residents.

8. This has been highlighted further throughout the Covid-19 Pandemic, which has periodically seen extensive queues at some sites as a result of social distancing/lockdown restrictions, with traffic management arrangements having to be deployed to ensure safety in some locations. In particular, a temporary booking system had to be implemented at the West Bridgford Recycling Centre during 2020/21 because of road safety concerns.
9. Nottingham City Council operates one site in Lenton which is operated in a similar way to the County sites but by a different contractor.
10. It is therefore proposed to undertake a strategic site review of the Recycling Centre network in the County (and Nottingham City subject to funding – see below) in light of lessons learnt from the Covid-19 pandemic, the upcoming changes to kerbside collections needed to meet the statutory obligations of the Environment Act and Resources and Waste Strategy, and housing growth across Nottinghamshire.

### **Operational / Access Difficulties**

11. As noted above, a significant number of the recycling centres in Nottinghamshire experience operational difficulties and are constrained due to their location. The City Council Lenton site adjacent to the A52 suffers similar issues.
12. The Recycling Centres range in size, layout, usage and location. Whilst some are relatively modern – Newark, Worksop and Calverton are planned into the modern highway network for example – the majority of sites were established many years ago near to landfill or other waste sites. These have often now been developed for commercial and residential use, placing resultant constraints on site development and access, and in busy periods generating highway problems for adjacent businesses and residents that were not in situ when the sites originally opened.
13. It is also the case that even the newer sites can face highway issues through off site queuing at times due to limited on site capacity. This is particularly the case for Mansfield Recycling Centre for example, where the site footprint is small and constrained by adjacent development.
14. West Bridgford Recycling Centre required a temporary booking system to be implemented during the Covid-19 pandemic due to road safety concerns from queueing traffic. This site in particular has had a history of complaints from residents, and reports of dangerous driving from drivers overtaking vehicles queueing to access the site. This issue has been exacerbated by the cycle route improvements on Rugby Road over recent years, which have narrowed the carriageway making it harder for vehicles to pass any stationary queueing traffic.
15. Another example is the Warsop Recycling Centre, which has historical HGV access difficulties due to a low height railway bridge on the preferred route to the site, meaning that Veolia vehicles need to access the site from the A6097 via a significant length of unmade highway, resulting in frequent vehicle damage, and operational delays.

### **Housing Growth**

16. Extensive housing growth is also occurring across Nottinghamshire. Although Waste Management seeks financial contributions from housing developments through developer contributions via section 106 agreements very little funding has historically been forthcoming

and no improved or additional recycling centres have been developed to cater for such growth as a result.

17. This ongoing housing growth, without improving or expanding the current recycling centre provision, adds additional pressure to the existing network which is now operating at capacity.

### **Resources and Waste Strategy**

18. The Resources and Waste Strategy for England (RWS) and the associated Environment Act provides a further opportunity to undertake a strategic review of the sites.

19. The changes proposed to kerbside waste services through the Environment Act will increase the range of materials collected as it will require kerbside glass collections, weekly separate food waste collections and potentially free garden waste collections throughout the growing season.

20. This change in materials collected at the kerbside could substantially affect the composition of the waste delivered into recycling centres, in particular the free garden waste proposal.

21. Longer term proposals are also being considered by Government in respect of Extended Producer Responsibility (EPR) to meet the disposal costs of more difficult wastes to dispose of, such as mattresses, carpets and paints. If implemented this would mean these items would require separate collection and therefore extra capacity.

22. There are other aspirations from Government included in the Strategy around reviewing the barriers to reuse at Recycling Centres. This could include re-use shops on the sites. Currently, none of Nottinghamshire's 12 sites have space to provide reuse facilities, and very few would be able to be expanded to allow for additional waste separation.

### **Nottingham City Council**

23. Nottinghamshire's recycling centres are only open to residents of Nottinghamshire. A registration scheme has been in place since 2016 to help manage cross-border usage from our County neighbours and Nottingham residents.

24. Prior to implementation of the registration scheme, it was estimated that over £1m per year was spent by the Council on treating and disposing of waste received from out of county residents. Attempts to develop cost sharing arrangements with neighbouring authorities prior to implementing the system were unsuccessful.

25. Nottingham City Council has one site to serve their residents. The centre is located on Lenton Industrial Estate on the south west of the city close to the A52 outer ring road. Like the County sites this facility is well used and post Covid 19 lockdown experienced significant traffic issues and access delays at peak times.

26. Historically, the County Council site at Calverton was shared with Nottingham City to provide convenient access for residents in the north east of the City, with the City Council making a 50% contribution to operating and waste treatment and disposal costs for the site. The City Council chose to end this arrangement on 31 March 2011.

27. Officers have recently received an approach from Nottingham City Council regarding the potential for City residents to use County Council recycling centres once again.
28. In view of the capacity constraints noted above, adding Nottingham City residents into the existing network could have significant negative impact upon service levels and would be extremely complex given the need to split performance and costs between the two Councils.
29. Discussions have identified however that the City Council may, subject to approval, be prepared to contribute to the proposed strategic review of recycling centre provision with a view to better understanding needs and providing a more cohesive offer to residents going forward. This would be useful in the context of the potential for devolution.

### **Strategic Review**

30. As a result of the issues outlined above, officers are proposing to undertake a strategic review of the recycling centre network in Nottinghamshire to ensure individual facilities, and the wider network, are fit for the future, both in terms of public and residential expectation, and imminent legislative requirements.
31. It is therefore proposed that an external assessment of the current network is undertaken in order to ensure recycling centre facilities are appropriately located and have enough capacity to offer residents a high-quality service going forward.
32. The strategic review will consider:
- Level of Recycling Centre provision in Nottinghamshire and the accessibility of current site locations.
  - Implications of the proposals contained within the Resources and Waste Strategy and Environment Act as noted above.
  - Population and household growth and gaps in coverage due to new communities emerging.
  - Management processes on the sites, including implementation of Automatic Number Plate Recognition.
  - Partnership working/shared service opportunities with Nottingham City Council.
33. It is expected that the review will deliver the following outcomes and recommendations:
- The optimum number and locations of Recycling Centres.
  - Constraints on the existing network and individual sites.
  - Opportunities for improvement of the existing network
  - Best practice operating models within the existing contractual framework
  - Range of services and material types to be covered to align with imminent legislative requirements.
  - Future investment needs
  - Opportunities for efficiencies and income generation
34. It is anticipated that the review will be complete in around 3 months with an intention to report back to Committee before the summer recess if possible.

## **Other Options Considered**

35. Do not carry out a strategic review of the recycling centre network. Whilst do nothing is an option the challenges of population growth and changes to waste flows resulting from incoming legislation would result in the current recycling centre network becoming increasingly problematic and risks reductions in recycling performance and increased customer complaints.

## **Reasons for Recommendations**

36. The current recycling centre network in Nottinghamshire is operating to capacity, with many sites experiencing operational difficulties.

37. The Resource and Waste Strategy provides an opportunity for a strategic review due to the potential significant changes the proposals are going to make to materials collected.

## **Statutory and Policy Implications**

38. 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**

39. There will be approximately £50k required to carry out the strategic review, which will be met from existing service budgets.

40. Any subsequent financial implications and impacts will be reported separately to the appropriate Committee.

## **Implications for Service Users**

41. A strategic review of the recycling centres is an opportunity to review whether the current network could be enhanced and improve the service offered to residents.

## **Implications for Sustainability and the Environment**

42. An enhanced, fit-for-purpose and sustainable RC network will reflect and help deliver the Councils ambition to be carbon neutral in all its activities by 2030.

## **RECOMMENDATIONS**

That Committee:

- 1) Approves the undertaking of a strategic review of current recycling centre provision within Nottinghamshire at an estimated cost of £50k to be met from existing service budgets.

- 2) Approves Nottingham City Council being a partner in the work to identify any opportunities for additional facilities in Nottingham, or options for cross border working, subject to reaching an agreement on joint funding of the expected consultancy costs.

**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 Comment (LW 25/11/20221)**

43. Transport and Environment Committee is the appropriate body to consider the content of the report.

**Financial Comment (SES 24/11/2021)**

44. The financial implications are set out in paragraphs 37 and 38 of the report.

45. There will be approximately £50k required to carry out the strategic review, which will be met from existing service budgets.

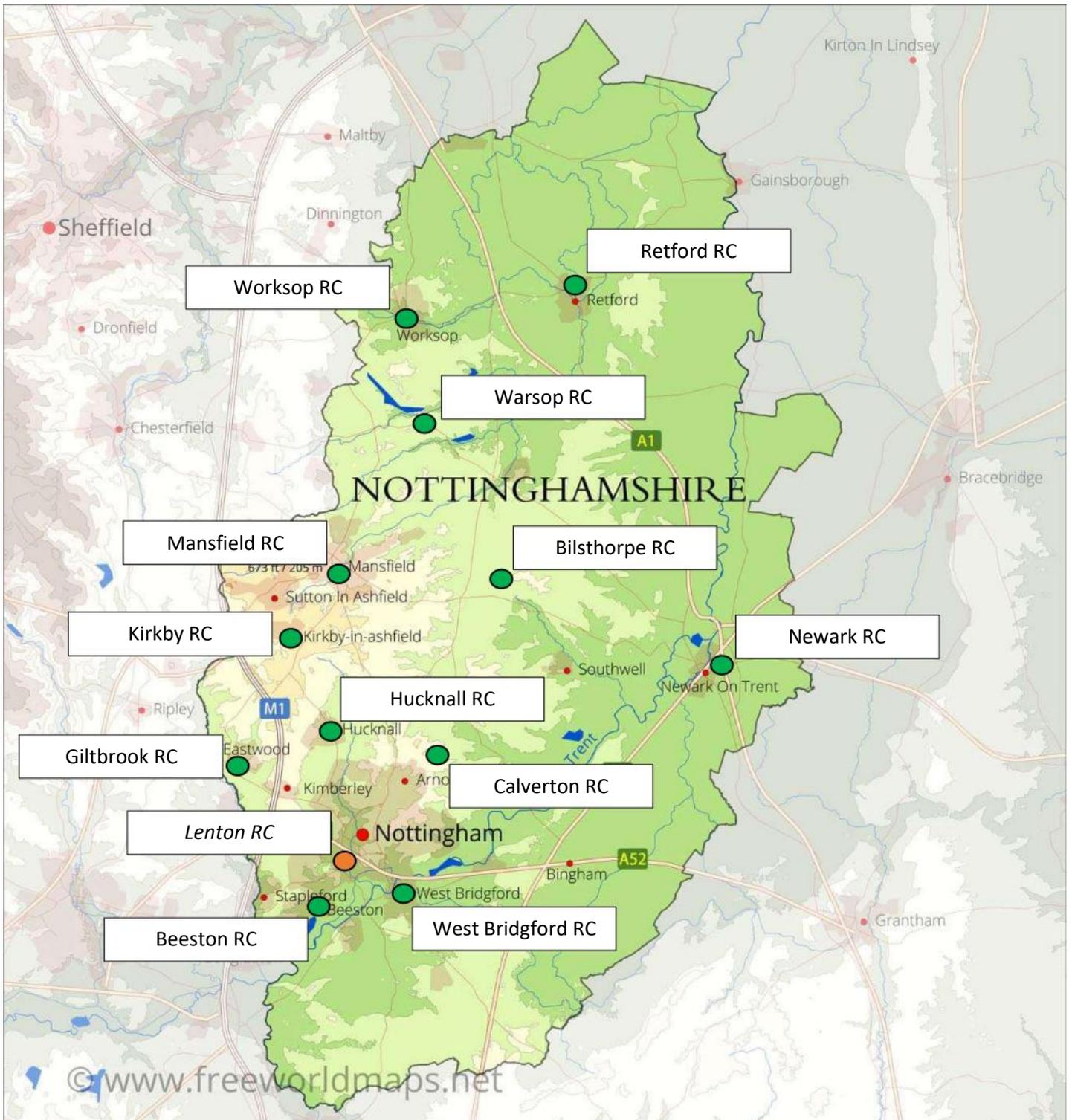
46. Any subsequent financial implications and impacts will be reported separately to the appropriate committee.

**Background Papers and Published Documents**

- None.

**Electoral Division(s) and Member(s) Affected**

- All





**REPORT OF THE CORPORATE DIRECTOR, PLACE****JOINT WASTE LOCAL PLAN****Purpose of the Report**

1. To seek approval to undertake a period of public consultation on a Draft Waste Local Plan.

**Information**

2. The County Council is a planning authority for mineral and waste developments across Nottinghamshire and is statutorily required to maintain up to date Minerals and Waste Local Plans which provide the basis for decisions on planning applications. The Waste Local Plan is prepared jointly with Nottingham City Council. The adopted Joint Waste Core Strategy (2013) is now dated and in 2017 a decision was made to prepare a replacement Joint Waste Local Plan. Given the County Council's priority to revise the Minerals Local Plan, it was decided to postpone commencement of the Joint Waste Plan until 2019/20.

**Progress with the Joint Waste Local Plan**

3. The two Councils commenced work on the Joint Local Plan in 2019. A consultation on the "Issues and Options" for the Joint Plan took place between 29 February and 7 May 2020. (extended by a month in light of the COVID-19 outbreak). A Preliminary Waste Needs Assessment accompanied this consultation.
4. The consultation exercise generated 270 representations. A report summarising the responses received is a background paper to this report and a link to the webpage containing this document is found at the end of this report.
5. The key issues arising from the consultation were of general support for the approach taken with many suggesting that the overall vision for the plan be strengthened. Support was given for the timeframe of the plan and the proposed waste scenarios.
6. In March 2021 AECOM was commissioned to carry out a Waste Needs Assessment (WNA) on behalf of both councils. This is a technical assessment to assess the likely future levels of waste being produced in Nottinghamshire and Nottingham, the proportions of recycling recovery and residual waste to be expected by 2038 and to assess the capacity or otherwise for waste management facilities in light of future changes to waste generated.
7. The conclusions from the study indicate:

For Local Authority Collected (mainly household) and Commercial and Industrial Waste:

- Sufficient capacity is provided by recycling/composting facilities within the plan area to manage the plan area's LACW and C&I waste up to 2038
- There is currently insufficient capacity for energy recovery and landfill within the plan area to manage the plan area's LACW and C&I waste, with further decline to 2038, with the exception of the high recycling scenario, in which case there would be a small surplus energy recovery capacity at the end of the plan period.
- Landfill capacity within the plan area is currently effectively exhausted, and even in the high recycling scenario, the assessment shows that up to 3.5 million tonnes of waste may require landfilling within the plan period.

For Construction, Demolition and Excavation Waste

- Sufficient recycling/recovery capacity for managing CD&E waste exists during the plan period.
- Currently sufficient landfill capacity exists for CD&E waste, but a deficit is likely to arise during the plan period.

It is predicted that 42,896 tonnes of hazardous waste will be generated within the plan area in 2038. There is sufficient capacity within the plan area to manage hazardous waste arisings (146,120 tonnes per annum capacity).

There are significant flows of waste into and out of the plan area: based on recent data, approximately 1.4 million tonnes of waste originating from outside of the plan area is being imported into waste management facilities located in the plan area (equivalent to 38% of the total waste managed by facilities in the plan area), with approximately 670,000 tonnes of waste originating from the plan area being exported. The plan area is therefore a net importer of waste, with most of this being waste imported for treatment within the plan area.

8. Key issues of the new Joint Waste Local Plan include:

- Supporting wider waste initiatives to ensuring waste is seen as a resource to be re-used, recycled, and then recovered, and ensure sufficient facilities for this are provided to meet anticipated rates of recycling, recovery and disposal.
- Ensuring we plan for waste in a sustainable way, having regard to the need to address climate change and support "net zero" ambitions.
- Looking over the period to 2038 to provide a planning framework and a set of policies to guide development management decisions both over the long-term as well as shorter term.

9. A Draft Plan has now been prepared in light of the Waste Needs Assessment (attached as Appendix 1). The Plan contains a set of strategic policies which guide the provision of facilities for recycling and waste to appropriate locations. It also contains detailed development management policies which will help secure appropriate standards of development when planning applications are submitted. In light of the Waste Needs Assessment which indicates

generally sufficiency of provision other than for landfilling, it is not considered necessary to make site allocations for waste facilities. Instead, the Plan has criteria-based policies which will guide development to appropriate locations and new provision will be therefore made through planning applications being approved in light of these policies.

10. A Local Plan has to be prepared in consultation with the community to which it applies. This report is therefore seeking approval to publish the Draft Plan for informal comment and response by our local communities, waste operators and other stakeholders. The comments received will help shape its final form. The document attached will be graphically designed following approval to improve its appearance and aid understanding. It will also be published online in a format to enable comment to be made easily as the document is being read, through [OpusConsult](#).
11. It is proposed that a consultation exercise will commence on 7 February for an eight-week period ending on 4 April. This is longer than the usual six-week period for Local Plans and will help compensate for continued Covid restrictions. In accordance with the Councils Statement of Community Involvement, it will be primarily an online consultation but will be advertised and promoted via social media and other means. Advance notification is being given to Parish Councils of the period of consultation to aid their consideration. A communications plan is being developed with the support of the media and communications officers to inform and promote responses to the Draft Plan.
12. A Councillor Working Group has been set up for the Waste Local comprising members of both authorities to brief leading members on the proposals. The Working Group met on 5 November to discuss the Draft Plan. One proposal which has been discussed and supported by the Working Group is the holding of an event via Teams to mark the beginning of the consultation. This is being referred to as a "Nottinghamshire and Nottingham Waste Summit". It is proposed to hold this via Teams and broadcast via YouTube on the morning of Friday February 11<sup>th</sup> and will have two purposes. It will consider matters influencing the future levels and management of waste in the area and also encourage responses to the Draft Waste Local Plan. It will be co-chaired by Councillor Neil Clarke and Councillor Linda Woodings of Nottingham City Council.
13. As well as being approved by Nottinghamshire County Council at Committee level, the Draft Waste Local Plan will be required to be approved by the Executive Board of Nottingham City Council for final approval to go out to consultation.
14. A number of additional documents have been prepared in association with the draft Waste Local Plan which include
  - The Waste Needs Assessment (WNA), as detailed above in paragraph 6.
  - A Sustainability Appraisal (SA), which appraises the social, environmental and economic effects of the plan. In doing so it will help ensure that decisions are made that contribute to achieving sustainable development.
  - An Equalities Impact Assessment (EqIA), which helps to ensure the Waste Local Plan to considers any potential risk on different groups and offers an opportunity to consider how the policies may help to further develop equality, thereby ensuring the best possible policies in place.
  - A Report of Consultation, which details the Issues and Options consultation that was carried out for the Waste Local Plan. The statement explains which bodies, organisations and persons were invited to make representations, includes a summary of the main issues raised by the consultation and how these have been addressed.

15. These are published on County Councils Waste Local Plan web page: [New Waste Local Plan | Nottinghamshire County Council](#)

16. The proposed timetable for the Draft Waste Plan consultation is as follows:

City Council Executive Board approval	18 January
Consultation Period	7 February – 4 April 2022
Consultation launch event ( "Waste Summit")	Friday 11 February

The subsequent programme for adoption of the Plan is as follows

Consultation comments assessed and Plan amended	Spring/Summer 2022
Final Plan approved and formally published	Autumn/Winter 2022/3
Submission to Planning Inspectorate for Examination	Spring 2023
Adoption	Autumn 2023

### **Other Options Considered**

17. None – the County Council has a statutory responsibility to prepare an up to date Waste Local Plan.

### **Reasons for Recommendations**

18. To enable the Committee to note the progress on the Joint Waste Local Plan and to approve the Draft Plan being published for consultation.

### **Statutory and Policy Implications**

19. 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.

## **RECOMMENDATIONS**

- 1) That Committee note the progress on the preparation of the Joint Waste Local Plan.
- 2) That the Nottinghamshire and Nottingham Draft Waste Plan be approved for publication and consultation as described.
- 3) That the Corporate Director Place, in consultation with the Chairman of the Transport and Environment Committee be authorised to make any minor changes to the Plan considered necessary prior to the start of the consultation.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact**  
Stephen Pointer Team Manager, Planning Policy - 0115 993 9388  
**Constitutional Comments (SG 20/10/2021)**

20. This decision falls within the Terms of Reference of the Transport and Environment Committee.

### **Financial Comments (SES 13/10/2021)**

21. There are no specific financial implications arising directly from this report.

### **Background Papers**

As listed in paragraph 14 of the Report. These documents are published on the Waste Local Plan web page via the link [New Waste Local Plan | Nottinghamshire County Council](#)

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.



**Nottinghamshire County Council**  
**Nottingham City Council**

**Nottinghamshire and Nottingham**  
**Draft Waste Local Plan**

**Committee Draft**

**January 2022**



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## Preface

Significant changes have taken place in the way people regard and manage the things that are no longer needed. Today waste is no longer something which is buried in the ground. It is a resource to be re-used, recycled and then recovered. The need to address climate change means we need to re-use and repair more and put an end to single use plastics. Increasingly waste is seen as a resource within a “circular” economy with re-use and recovery at its heart.

Nottinghamshire County Council and Nottingham City Council are preparing a new joint Waste Local Plan to provide the planning policy framework against which all proposals for new waste development will be assessed. We look forward to working closely with the waste and recycling sector and the communities of Nottinghamshire and Nottingham to deliver these aspirations and plan sustainably for waste needs in the future.

We carried out an Issues and Options consultation between the 27<sup>th</sup> February 2020 and 7<sup>th</sup> May 2020. We examined the responses and where appropriate we have used these to inform the preparation of our Draft Local Plan.

We want you to read this document and tell us what you think. It will be available for comments between the dates of 7<sup>th</sup> February and the 4<sup>th</sup> April 2022. We encourage you to respond online to this consultation at [www.nottinghamshire.gov.uk/waste](http://www.nottinghamshire.gov.uk/waste). Alternatively, if you are unable to respond online you can email us at the addresses shown below. We look forward to your response.

	
<p>Councillor Neil Clarke Chair, Transport and Environment Committee Nottinghamshire County Council</p>	<p>Councillor Linda Woodings Portfolio Holder for Planning, Housing and Heritage Nottingham City Council</p>

# 1. Introduction

## The new Waste Local Plan

- 1.1. Nottinghamshire County Council and Nottingham City Council are preparing a new joint Waste Local Plan to provide the planning policy framework against which all proposals for new waste development will be assessed.
- 1.2. The Nottinghamshire and Nottingham Joint Draft Waste Local Plan will form the land use planning strategy for waste development within Nottinghamshire and Nottingham up to 2038. It will provide the basis for the determination of waste planning applications within the Plan Area. Its over-arching theme is the promotion of sustainable development and achieving the highest quality waste management facilities.
- 1.3. Once adopted, the new Nottinghamshire and Nottingham Waste Local Plan forms the land use planning strategy for waste development within the County up to 2038. It will provide the basis for the determination of all recycling and waste planning applications within the County and City. The new plan will, when adopted, replace the Waste Core Strategy and Local Plan.

## Have your say

- 1.4. The purpose of this Draft Plan consultation exercise is to invite comment on the draft vision, strategic objectives, strategic policies, and waste development management policies that will guide the future development of recycling and waste facilities in Nottinghamshire and Nottingham.
- 1.5. We need to hear from all sections of Nottinghamshire's and Nottingham's communities about what they think about the choices. There is likely to be a wide range of views about the shape of future waste management facilities in Nottinghamshire and Nottingham. It is therefore important that you let us know what you think so that your views can shape the new plan.
- 1.6. This document will be available for comments between 7<sup>th</sup> February and the 4<sup>th</sup> April 2022. We would encourage you to respond online to this consultation using our online consultation system as detailed below. We will handle your personal information in accordance with our data protection protocols. Responses will be made public, but personal details will be redacted.

## How to make representations

- 1.7. If you would like to make representations on the draft Nottinghamshire and Nottingham Waste Local Plan, we would encourage you to do so online via our website at [www.nottinghamshire.gov.uk/waste](http://www.nottinghamshire.gov.uk/waste), using our interactive online representation system for efficiency of processing. However, if you are unable to make your representations you can email us your comments.

## Contact us

Nottinghamshire County Council is administering the preparation of the Plan on behalf of both Councils.

Contact us Online: [www.nottinghamshire.gov.uk/waste](http://www.nottinghamshire.gov.uk/waste)

Email: [planning.policy@nottscc.gov.uk](mailto:planning.policy@nottscc.gov.uk)

By post:

Planning Policy Team  
Place Department.  
Nottinghamshire County Council  
County Hall  
West Bridgford  
Nottingham  
NG2 7QP

By Phone: 0300 500 80 80 (customer contact centre)

**Please ensure that we receive your comments by 5pm on Friday 4<sup>th</sup> April 2022**

## Alternative formats

This information can be made available in alternative formats or languages on request.

## What happens next?

- 1.8. At the end of this consultation exercise, we will consider all comments received and will then prepare a final Plan which will be published for formal representations and then submitted to the Planning Inspectorate for examination prior to adoption.

## **2. Scope of the New Nottinghamshire and Nottingham draft Waste Local Plan**

- 2.1. The main theme of the Waste Plan is the promotion of sustainable development and achieving the highest quality waste management facilities, where possible. It contains the following:
- An overview of the County and City and a description of existing and future needs for recycling and waste facilities based on our waste needs assessment.
  - A long-term Vision for waste and Strategic Objectives, showing how the Vision will be achieved
  - Strategic Policies covering how we will provide for new recycling and waste facilities.
  - Development Management Policies which provide the detailed criteria against which future waste development proposals will be assessed such as environmental impacts and standards and guidance about how planning applications for waste development in Nottinghamshire and Nottingham will be assessed
  - How the plan will be Monitored and Implemented

### **Replacing existing waste policies**

- 2.2. This Waste Local Plan will replace the existing saved policies contained in the adopted Waste Local Plan, (January 2002) and Nottinghamshire and Nottingham Replacement Waste Local Plan: Part 1 - Waste Core Strategy (December 2013).

### **Supporting Documents**

- 2.3. The Nottinghamshire and Nottingham draft Waste Local Plan is supported by a series of documents include the following:

#### *Monitoring Reports*

These reports are produced annually and show how the County and City Councils are progressing with preparing their Plans and how well current adopted policies are performing.

*Statement of Community Involvement (SCI)*

Nottinghamshire County Council and Nottingham City each prepare a SCI to show how they will consult and engage with local people, statutory bodies and other groups during the preparation of Local Plans and on waste planning applications.

*Sustainability Appraisal (SA)*

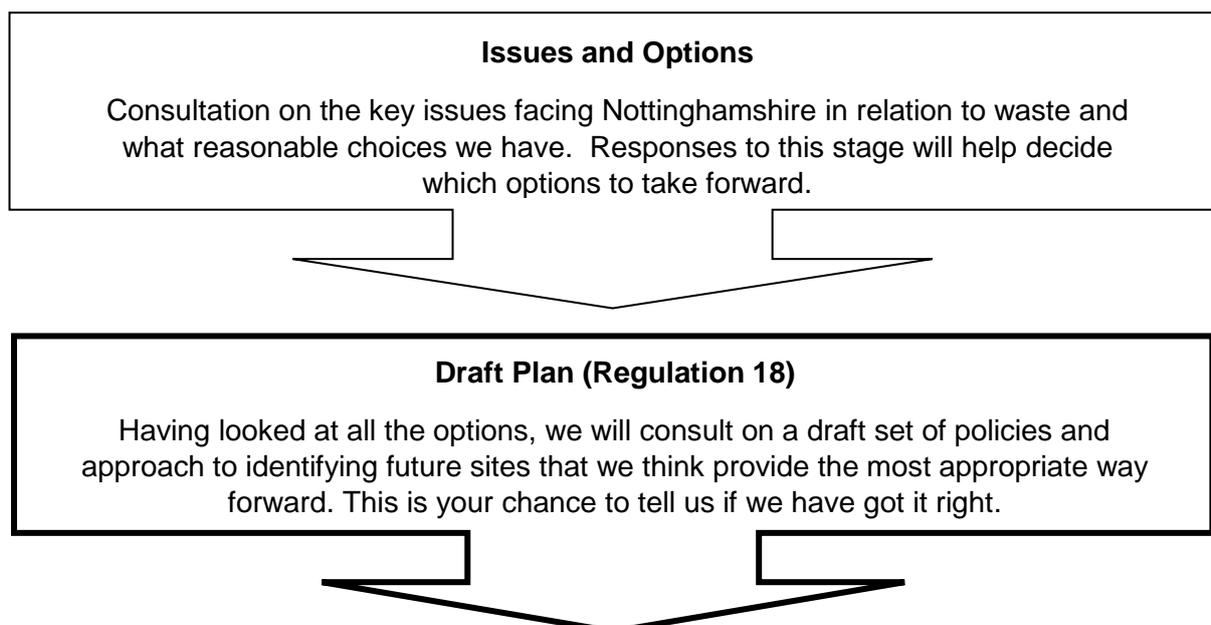
The purpose of the SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The SA is an integral part of all stages of the preparation of the Waste Local Plan, with reports produced at each stage. This current version of the Draft Plan is accompanied by an SA Report on its policies.

*Waste Needs Assessment*

This assessment updates the preliminary waste needs assessment and has been prepared by AECOM on behalf of both Councils to provide detailed information on anticipated need for waste facilities over the plan period.

**How is the new Nottinghamshire and Nottingham draft Waste Local Plan being prepared?**

**Figure 1 - Key stages in preparing the new Waste Local Plan – highlighting that we are currently at Draft Plan (Regulation 18) Stage.**



### **Publication Draft and Submission (Regulation 19)**

Following a six-week period for formal representation on our proposals, we will submit our draft waste plan to the Government.

### **Examination**

This is an independent examination by a Government Appointed inspector who will look at whether the Waste Local Plan is sound and takes account of any representations made at the submission stage. This will involve a public hearing.

### **Adoption**

This is the final stage of the Waste Local Plan, if the Plan is found sound. The County and City Councils will adopt the final Plan and this will then become adopted policy.

## **How to read this document**

The following chapters share a number of common features:

### **What you told us at the Issues and Options stage**

This chapter sets out a summary of the responses we received from members of the public, the waste industry, stakeholders and interest groups during the first stage of consultation, completed between February 2020 and May 2020. These comments have been taken on board and where appropriate and where possible, have been incorporated into the draft plan. In some cases, there were no comments on specific issues as no options were presented at the previous stage.

### **Issues and Options Sustainability Appraisal findings**

As set out above, a Sustainability Appraisal (SA) of the options set out in the Issues and Options consultation document has been completed. These boxes set out a summary of the main findings of the Issues and Options SA in relation to the

topic in each section. In some cases, there are no findings presented as no options were presented at the previous stage. The full findings of the SA in relation to all of the options can be found on our website. Also available on our website is the SA of the draft plan document itself.

## **Introduction**

This section provides the context for each of the topic/policy areas.

## **Policies**

Policies are set out in these boxes.

## **Justification**

This sets out in detail an explanation of the policy, including the reasons why it is needed, a justification for the approach taken and what the policy seeks to achieve.

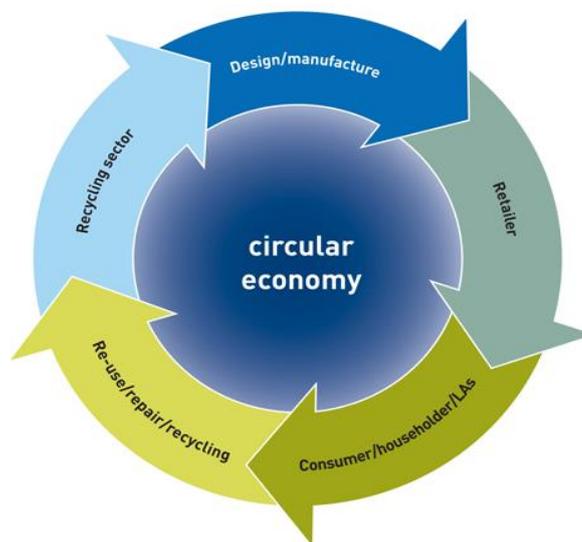
### 3. Context for Waste Planning

- 3.1. Together Nottinghamshire County Council and Nottingham City Council are developing a joint waste local plan. This will include policies to guide the future development and management of waste. The Plan reflects other guidance and legislation that sets out waste policy at the international, and national level and is based on an understanding of how we should manage our waste more sustainably by 2038.
- 3.2. There are two key principles that underpin waste planning which aim to promote the concept of waste as a resource to be used - these are the Circular Economy and the Waste Hierarchy.

#### The Circular Economy

- 3.3. A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of their useful life.

Figure 2 – The Circular Economy



Source: [wrap.org.uk](http://wrap.org.uk)

- 3.4. As well as creating new opportunities for growth, the concept of a circular economy provides opportunities to:
  - reduce waste

- drive greater resource productivity
- deliver a more competitive UK economy
- position the UK to better address emerging resource security/scarcity issues in the future
- help reduce the environmental impacts of our production and consumption in both the UK and abroad.

## The Waste Hierarchy

- 3.5. A series of European Union (EU) directives set out the general principles for waste management. The Waste Framework Directive (WFD) (2008), establishes the 'waste hierarchy' which prioritises the most beneficial ways of dealing with our waste. The concept aims to push waste management up the waste hierarchy in order to prevent waste in the first instance and then examine the way we re-use the waste that is produced. Currently, most of the UK's environmental laws and policies are based on European laws. Although the UK left the EU in January 2020, the Government has stated that there are unlikely to be any immediate changes to UK waste policy and targets, however this will be kept under review and this plan will be updated accordingly<sup>i</sup>.

**Figure 3 – The Waste Hierarchy**



*Source: Defra.gov.uk*

- 3.6. A key principle underpinning how waste should be managed – whether as a waste producer, the waste management industry, or as the Waste Planning Authority, is to follow the Waste Hierarchy shown above. This prioritises prevention as the most sustainable option, then encouraging re-use of existing products. Once products have become waste the next priority is to recycle them so that the raw materials can be re-processed into new

products. Where this is not technically, or economically possible, materials can still be recovered in some way e.g. anaerobic digestion of organic waste or incineration with energy recovery such as the Eastcroft facility in Nottingham which sustainably heats and powers homes and businesses. The least sustainable solution is disposal such as burning waste without capturing heat or energy or taking waste to landfill. However, it is recognised that disposal still has a necessary role to play for residual waste that cannot be further recycled or recovered.

- 3.7. It is important to note that the Waste Local Plan only covers the facilities for re-use/recycling, recovery and disposal. Prevention is about manufacturing processes and consumer behaviour, for example choosing more sustainable options such as designing products so that they will last longer or can be repaired more easily or have less packaging etc. The waste local plan will deal with waste that has already been produced and there are many factors that influence waste production that are outside the remit of the waste local plan.
- 3.8. In addition to considering the context identified in the spatial portrait, the Plan takes account of existing, European, National and Local policy as summarised below.

#### **Hazardous Waste Directive (1991/689/EEC)**

- 3.9. Waste is generally considered hazardous if it, or the material or substances it contains, pose a risk to human or environmental health. As hazardous waste poses a higher risk to the environment and human health strict controls apply.
- 3.10. Waste Planning Authorities are required to plan for the volume of waste arising in their area, and this may include waste management facilities to deal with hazardous waste. However, it is accepted that, often, the provision of specialist facilities for wastes that arise in relatively small quantities, or require specialist treatment technologies, will require co-ordination at a regional or national level.

#### **Landfill Directive (1999/31/EC)**

- 3.11. The Landfill Directive was introduced in July 1999. The Landfill Directive sets out requirements for the location, management, engineering, closure and monitoring of landfill sites. In the Directive, the term “landfill” is taken to mean “a waste disposal site for the deposit of the waste onto or into land”.

The Landfill Directive includes requirements relating to the characteristics of the waste to be landfilled.

- 3.12. European Council Decision 03/33/EC supports the Landfill Directive by providing criteria and procedures for the acceptance of waste at landfills. Paragraph 15 states: “Whereas the recovery, in accordance with Directive 75/442/EEC, of inert or non-hazardous waste which is suitable, through their use in redevelopment/restoration and filling-in work, or for construction purposes may not constitute a landfilling activity”.

### **Waste Incineration Directive (2000/76/EC)**

- 3.13. The Waste Incineration Directive (as amended) covers new facilities and existing facilities and imposes strict emission standards for incineration technologies addressing air pollution to prevent harmful effects on both the environment and human health.
- 3.14. Modern incineration plants must ensure pollution control is a priority; emissions must comply with the requirements of the Waste Incineration Directive. The Directive supports the use of cleaner technologies in order to mitigate the impacts of incineration facilities on the environment and human health.

### **EU Circular Economy Action Plan**

- 3.15. In a “circular economy” the value of products and materials is maintained for as long as possible; waste and resource use are minimised, and resources are kept within the economy until a product has reached the end of its life, to be used again and again to create further value.
- 3.16. In 2018 the European Union (EU) agreed a package of measures which form part of the implementation of its Circular Economy Action Plan. These measures include increasing the existing recycling target for municipal waste to 65% by 2035 and a target to reduce landfill to a maximum of 10% of municipal waste by 2035. This compares to a target of 50% by 2020 that the UK Government and local authorities are currently working to. Even though the UK has left the EU, the Government has signalled the Circular Economy measures will be adopted within UK legislation.

## **National Policy**

### **The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012**

- 3.17. The system of development plans, introduced by the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011), requires local planning authorities (LPAs) to prepare 'local plans' which are made up of Development Plan Documents (DPDs).
- 3.18. LPAs must set out a programme for the preparation of DPDs in a 'Local Development Scheme' and explain how communities and stakeholders will be involved in the process in a 'Statement of Community Involvement (SCI)'. The Act also requires LPAs to carry out a Sustainability Appraisal (SA) during the preparation of the local plan.
- 3.19. The Town and Country Planning (Local Planning) Regulations 2012 prescribe the form and content of local plan documents and the associated policies map. The regulations also define the process for the preparation and adoption of a local plan.

#### **The Localism Act 2011**

- 3.20. The Localism Act 2011 enabled the abolition of regional spatial strategies. The abolition of most of policies in the East Midlands Regional Spatial Strategy in March 2013 resulted in the removal of regionally-derived targets for waste management (e.g. diversion from landfill, recycling and composting, and provision for accepting London's waste), which have not been replaced at the local or national level.
- 3.21. The Localism Act 2011 introduced the Duty to Cooperate (DtC). The DtC places a legal duty on LPAs, county councils and other public bodies to engage constructively in the interests of local plan preparation. As the WPA, Nottinghamshire County Council and Nottingham City must demonstrate how it has complied with the DtC at the examination of its waste local plan.

#### **The Waste (England and Wales) Regulations 2011**

- 3.22. The Waste (England and Wales) Regulations 2011 (the Waste Regulations) require waste collection authorities (WCAs) to ensure that appropriate recycling standards can be met through commingling, or through source segregated collections. The use of such approaches to waste collection can impact upon the amount and the quality of waste collected and the potential to recycle.

#### **National Planning Policy Framework (NPPF) 2021**

- 3.23. In 2012 the Government replaced many of the former national planning policy guidance notes and statements and Government Circulars with a

single document, the National Planning Policy Framework (NPPF). A revised NPPF was published in July 2018, and further updated in February 2019 and July 2021.

- 3.24. The NPPF is supported by the national Planning Practice Guidance (PPG), originally published in March 2014 with updates since. The PPG replaced the explanatory documents that had previously supported the national planning policy guidance notes and statements.
- 3.25. The NPPF provides guidance for the preparation of local plans and encourages LPAs to keep them up-to-date requires them to be reviewed at least every 5 years. There is an expectation that LPAs 'positively seek opportunities to meet the development needs of their area and be sufficiently flexible to adapt to rapid change'. For waste planning such flexibility is vital, given the need for waste management provision to respond to changes in the market (e.g international markets for recycle and refuse derived fuels).
- 3.26. Plans should 'provide for objectively assessed needs ...', as well as any needs that cannot be met within neighbouring areas. In the context of the Plan this could include taking some waste from areas outside Nottinghamshire and Nottingham, such as Derbyshire and Yorkshire, or further afield
- 3.27. The NPPF indicates the need for waste management facilities to be provided as strategic infrastructure. The county council is required to work with district and borough councils to contribute to an integrated approach to the provision of essential development such as homes and the infrastructure needed to support them.

#### **National Planning Policy for Waste (NPPW) 2014**

- 3.28. The National Planning Policy for Waste (NPPW) 2014 sits alongside the NPPF and sets out the Government's ambition to work towards a more sustainable approach to waste management and use. It aims to ensure waste management facilities make a positive contribution to communities and to balance the need for waste management with the interests of the community.
- 3.29. More specifically, the Policy advises WPAs to:
  - Identify sufficient opportunities to meet the identified needs of their area for the management of waste, based on robust analysis of best available data and information.

- Ensure waste is managed as high up the waste hierarchy as possible recognising the need for a mix of types and scale of facilities.
- Work jointly and collaboratively with other planning authorities including on issues of cross-boundary movements and any national need.
- Take into account the need for a limited number of facilities for disposal of residual waste which may arise in more than one waste planning authority area.
- Undertake early and meaningful engagement with local communities, recognising that proposals for waste management facilities such as incinerators can be controversial.

### **Waste Management Plan for England (2013)**

- 3.30. The Government published a national Waste Management Plan for England in December 2013.
- 3.31. The plan brings together a number of policies under the umbrella of one national plan. It seeks to encourage a more sustainable and efficient approach to resource management and outlines the policies that are in place to help move towards the goal of a zero waste economy in the UK. The Government consulted on the Waste Management Plan for England in October 2020, it came into effect in January 2021 to reflect the Waste and Resources Strategy published in December 2018.
- 3.32. The Waste Management Plan for England provides an overview of the management of all waste streams in England and evaluates how it will support implementation of the objectives and provisions of the revised Waste Framework Directive (WFD).

### **Resources and Waste Strategy (2018)**

- 3.33. In December 2018, the Government published a new waste strategy for England. This strategy is particularly concerned with ensuring that society's approach to waste aligns with circular economy principles i.e. keeping resources in use as long as possible in order to extract maximum value from them (See figure 3 above). The Strategy confirms a target recycling rate for England of 65% for MSW by 2035. The strategy also seeks to limit the landfill of municipal waste to 10% or less by 2030 and eliminate all biodegradable waste such as food or garden waste from landfill by the same date.

### **Net Zero Strategy (2021)**

- 3.34. In October 2021, the Government set out how the UK will deliver on its commitment to reach net zero emissions by 2050. It outlines a transition to a greener and more sustainable future, by helping business and consumers move to cleaner power and reducing reliance on imported fossil fuels.

### **Other National Policy Statements**

- 3.35. The Government publishes other plans, policies and strategies which have an impact on the production and management of waste. This includes the 'Industrial Strategy' (2017), the 'Clean Growth Strategy' (2017) and the '25 Year Environment Plan' (2018). In 2018 the government consulted on a new 'Clean Air Strategy'. It is important that the Plan is consistent with government policy and changes are and will continue to be monitored to see whether they require changes to the Plan.

### **Local Policy**

#### *Nottinghamshire County Council Statement of Community Involvement (SCI)*

- 3.36. The Statement of Community Involvement (SCI) sets out the County Council's approach to public consultation and involvement in the preparation of Minerals and Waste Plans and the consideration of planning applications. It was adopted in 2018 and amended in July 2020 in light of Covid-19 restrictions.

#### *Nottingham City Statement of Community Involvement (SCI)*

- 3.37. The Statement of Community Involvement (SCI) sets out Nottingham City Council's approach to public consultation and involvement in the preparation of Local Plans and the consideration of planning applications. It was adopted in November 2019 and amended in June 2020 in light of Covid-19 restrictions

#### *Nottinghamshire County Council Municipal Waste Management Strategy (2001)*

- 3.38. The document sets out the objectives for municipal waste management in the County over the next 20 years. It describes the issues facing Nottinghamshire and proposes a way forward. It identifies the short-, medium- and long-term requirements for managing municipal waste, the cost of delivering the solution and associated funding issues the roles and responsibilities of the County Council, the District and Borough Councils and the public to make the solutions work.

#### *Nottingham City Council Municipal Waste Management Strategy (2010-2030)*

- 3.39. The Municipal Waste Management Strategy sets out the aims and intentions for delivery of the waste management service provided by the City Council. This includes the collection, recycling, treatment and disposal of wastes from households, some commercial premises (known as trade waste), and other council supporting services to reduce the amount of waste we generate. The strategy includes a target to recycle 55% of the City's household waste by 2025. This document is currently being reviewed and will feed into the development of the Waste Local Plan as it progresses.

*Nottingham City 2028 Carbon Neutral Action Plan*

- 3.40. Nottingham City Council has made the commitment to become a carbon neutral city by 2028. This means cutting carbon dioxide (CO<sub>2</sub>) emissions from direct and indirect sources that arise from the consumption of energy within the city to near zero and offsetting those emissions that cannot be eliminated.
- 3.41. The action plan builds on Nottingham 2028 Carbon Neutral Charter by setting out high-level objectives in order to achieve a resilient and carbon neutral Nottingham by 2028. These are broken down into four main sections: Carbon Reduction Measures, Carbon Removal and Offsetting, Resilience and Adaptation, Ecology and Biodiversity. The Waste Local Plan will be an important contributor to achieving the 2028 carbon neutral ambition.

*The Nottinghamshire Plan*

- 3.42. The Nottinghamshire Plan sets out the County Council's vision and ambitions over the next ten years, focussing on health and wellbeing, economic growth and living standards, accessibility, and the environment. The Plan includes a commitment to continue to divert more than 95% of local authority waste from landfill and recycle 52% of domestic waste by 2025.

## 4. Overview of the Plan Area

### What you told us at the Issues and Options Stage:

- More explicit recognition should be given to the historic environment, the role of open and green spaces on health and wellbeing, High Speed Rail 2, other development plans within Nottingham and Nottinghamshire, including the Nottinghamshire Minerals Local Plan and the emerging Greater Nottingham Strategic Plan, future population growth in Nottinghamshire, East Midlands Airport, Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites, climate change impacts beyond flooding and a further explanation of the geology of the landscape and how this will effect where new waste infrastructure can be located.
- Suggestions for Plan 1: Plan Area to display more information such as the A46 bypass, large towns and villages in addition to the main urban areas, major waste facilities, SSSI sites and flood plains. Strategic and Development Management policies to makes explicit reference to such issues.

### Issues and Options Sustainability Appraisal findings:

The Issues and Options SA did not explicitly cover the overview of the Draft Plan, as such there are no comments to make.

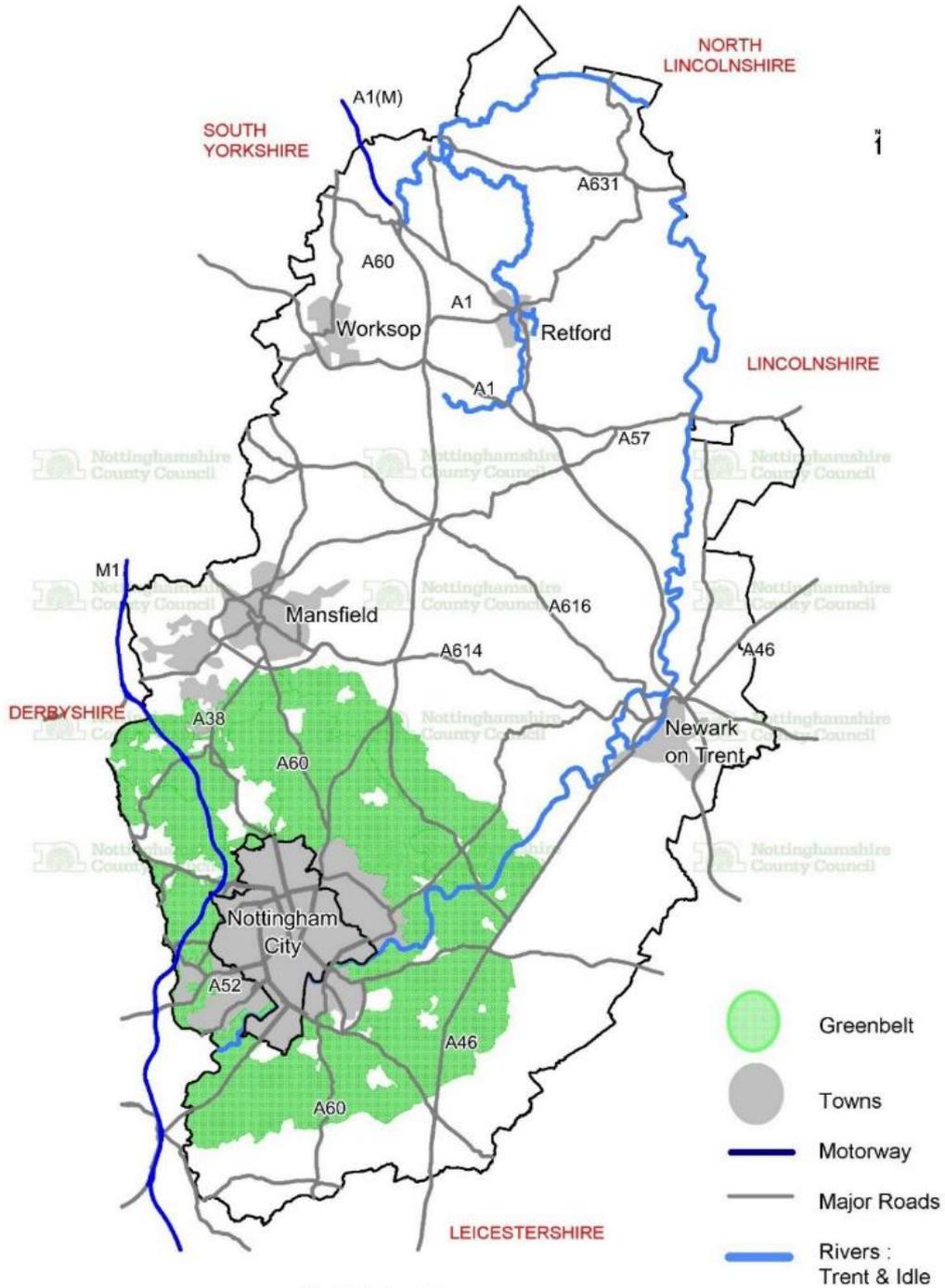
- 4.1. To help inform the plan process we have developed a 'spatial portrait' of Nottinghamshire and Nottingham, setting out the key environmental, geological, geographic, social and economic influences found in the Plan Area
- 4.2. The Plan area is part of the East Midlands and shares a boundary with South Yorkshire. Northern parts of Nottinghamshire therefore have significant employment, housing and business links with Sheffield and the metropolitan areas of Barnsley, Rotherham and Doncaster. The more urbanised west of the County is closely linked to neighbouring Derbyshire, with more rural eastern parts of the County having a similar character to neighbouring parts of Lincolnshire. In the south, Nottingham is the major

regional centre with links to the neighbouring cities of Derby and Leicester. Consequently, there is a significant overlap of housing areas, business and employment between these three cities (see Plan1 below).

- 4.3. Nottingham City is a designated Core City of national importance and consists of a very compact and a high-density urban area. Nottingham City has a very tight urban boundary and is surrounded by several borough and district councils and their connecting urban areas.
- 4.4. There are around 823,000 people living in Nottinghamshire County and 330,000 in Nottingham City. Around two thirds of the overall population live in, or around, Nottingham which is a major centre for employment and retail. The remainder live in, or close to, the other main towns of Mansfield, Kirkby in Ashfield, Sutton in Ashfield, Hucknall, Worksop, Newark and Retford. Outside these urban areas, the rest of the County is largely rural with scattered small villages, farmland, woodland and commercial forestry.
- 4.5. The County's landscape is characterised by rich rolling farmlands to the south, with a central belt of mixed woodland and farmland, giving way to heathland in the north and open, flat agricultural landscapes dominated by the River Trent to the east. Nottinghamshire also supports a wide network of important sites for nature conservation, the most important focused within Sherwood Forest, to the north of Mansfield. This includes a Special Area of Conservation and possible future Special Protection Area, both of which hold international status.
- 4.6. Road and rail links to the rest of the UK are generally good. The area is connected to the M1 and the national motorway network via the A453 to junction 24, the A52 to junction 25 and the A610 to junction 26 and the A38 to Junction 28. The A52 provides a trunk road connection from Derby to Nottingham including to the A46 which runs between the M1 north of Leicester to the A1 at Newark. Orbital movements in Nottingham are less well accommodated with there being only a partial ring road (A52 and A6514). To the north of the County the A614 links Nottingham to the A1 and A60 with wider links to Mansfield, which is also linked via the A617 to Newark.
- 4.7. Nottinghamshire's economy generally compares favourably with the rest of the UK, and some of our urban areas are expected to be the focus of significant housing and commercial development in the future. However, there are wide inequalities in the rates of employment and income across the plan area, most notably in the former mining areas to the north and west and within parts of Nottingham City. These areas often also experience inequalities in health, education and skills.

- 4.8. Mansfield, Worksop and Newark are important centres for warehousing and distribution whilst service, technology and research-based industries tend to cluster in around Nottingham. The energy industry also has a role with four power stations along the River Trent, however, coal powered power stations are due to close or be replaced by 2025. Elsewhere, agriculture and forestry are no longer major employers but still make up much of the County's rural landscape.
- 4.9. As a regional economic hub, Nottingham City is the main work destination for the majority of residents living within the city and surrounding areas and there is a strong focus for pharmaceuticals and optical goods, manufacturing, ICT technology and finance and banking. Approximately 226,000 people are employed within Nottingham City.
- 4.10. Flood risk, particularly in the Trent Valley and along its tributaries, presents planning and environmental issues which is a significant constraint to most forms of built development. The impacts of future climate change could result in higher rainfall and more extreme flood events. All of Nottingham City has been designated an Air Quality Management Area.

# Plan 1 – Plan Area



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## 5. Waste Management in the Plan Area

- 5.1. In order to Plan effectively it is important to understand how much waste is produced, how this is currently managed, and what is likely to change in future. To help with this process the Councils appointed specialist consultants (Aecom) to prepare a detailed Waste Needs Assessment (WNA) building on earlier work carried out at the Issues and Options stage<sup>ii</sup>.
- 5.2. The Waste Needs Assessment (WNA) sets out information on current waste arisings and forecasts likely future growth for each of the main waste streams. The assessment then looks at existing waste management capacity within the Plan area and makes specific recommendations as to whether additional facilities are likely to be needed. The WNA is an important part of the evidence base for the Waste Plan and will continue to be reviewed and updated at later stages if relevant new information becomes available.

### Waste produced within the Plan area

#### **What you told us at the Issues and Options Stage:**

- the Environment Agency, waste industry, and those Borough and District Councils who responded on this topic, supported the approach to calculating current waste arisings.
- However, some respondents felt that better quality data should be sourced, including on food waste.
- More research is needed to determine the level of re-use and recycling by sector.
- The Environment Agency's Waste Data Interrogator and voluntary Site Waste Management Plans were suggested as possible sources of data
- More contemporary data should be used as the Plan moves forward. LACW figures for 2018/19 are now finalised.
- The totals for Local Authority Collected Waste total should make clear whether these include trade waste and waste taken to household waste recycling centres.
- Consultation on wastewater treatment should also include Anglian Water.
- Recycling provision for rural communities has been reduced. More consideration should be given to the needs of rural areas

- Historic England's Heritage Counts Report may be of relevance to CD&E waste scenarios and the evidence base for the Sustainability Appraisal.

### **Issues and Options Sustainability Appraisal findings**

The Issues and Options Consultation Document did not set out alternative options for calculating current waste arisings. There were no options to appraise at this stage.

- 5.3. The updated WNA has confirmed that on average approximately 2.5 million tonnes of waste is produced across the Plan area each year. This is from a variety of sources including Local Authority Collected Waste from households and schools; commercial and industrial waste from shops, offices, and factories; and construction, demolition, and excavation wastes such as rubble and soils. Other sources of waste include wastewater and sewage, agricultural waste, and mining wastes. In the past, large quantities of ash have also been produced from coal-fired power stations which are due to be phased out by 2025. Waste from any of these sources, which is especially harmful to human health or the environment, is classified separately as hazardous waste. The amount of each type of waste produced during 2019 (the latest year for which data is available) is shown in Figure 4.

**Figure 4 – Waste produced in the Plan area 2019**

<b>Waste stream</b>	<b>Tonnes</b>
Local Authority Collected Waste	577,000
Commercial and Industrial waste	947,000
Construction, Demolition and Excavation waste	1,186,000
Hazardous Waste	48,000
Agricultural Waste	31,000
Mining Waste	800

- 5.4. The latest data does not take account of any changes that may have arisen due to the Covid-19 pandemic. It is expected that this may lead to an initial fall in the amount of waste produced for some waste streams, but that the UK economy will gradually return to normal . As the Plan looks ahead to 2038 it is important to ensure it can meet long-term needs as well as adapt to short term changes. Regular monitoring will be carried out to assess how well the Plan is performing. The proposed monitoring and implementation framework for the Plan is set out in Chapter 9 of this document

*Local Authority Collected Waste (LACW)*

- 5.5. Local Authority Collected Waste (LACW) is made up of household waste collected at the kerbside from individual households (or taken by householders to a local authority recycling centre/civic amenity site) and also any non-household waste that is collected by the local authority from local businesses (also known as trade waste).
- 5.6. The amount of LACW waste generated each year has remained relatively stable over the last ten years, ranging between around 540,000 and 580,000 tonnes per year. In 2019 just under 580,000 tonnes of LACW was produced within the Plan area. Since the publication of the Waste Core Strategy recycling rates have slowed and, in some cases, fallen. Most of this waste is recycled, composted, or used to produce energy and heat. Relatively little now goes to landfill. In 2019, the household waste recycling rate was at 43% within Nottinghamshire and 27% within Nottingham. Across the Plan area, the average is 39%.

*Commercial and industrial (C&I) waste*

- 5.7. The amount of commercial and industrial (C&I) waste produced by shops, offices, factories, and other businesses has fluctuated considerably over the last ten years from a peak of almost 1.4 million tonnes in 2013 down to a low of just under 500,000 tonnes in 2016. Much of this change is thought to be due to economic circumstances and the decline in ash produced by coal-fired power stations.
- 5.8. In 2019, the amount of commercial and industrial waste recorded increased suddenly by 26% from the previous year to almost 950,000 tonnes. This large increase may be the result of major changes in waste markets over the last two to three years including the closure of certain export markets. It is

possible that some of this increase is therefore material that was previously exported as Refuse Derived Fuel (RDF).

- 5.9. As local authorities do not control how or where C&I waste is managed, previous estimates of the recycling and recovery rate for this waste stream have been based on national surveys rather than local data. To try and overcome this problem, the updated WNA has looked at the recorded fate of all C&I waste known to have been produced in the Plan area in 2019 using the Environment Agency Waste Data Interrogator. This method may not capture all C&I waste but helps to provide a more up to date, local picture<sup>iii</sup>.
- 5.10. The WNA analysis suggests that most C&I waste is now recycled or composted with only around 10% sent to landfill

#### *Construction, demolition and excavation (CD&E) waste*

- 5.11. Construction, demolition, and excavation (CD&E) waste comes from construction activities such as house building, road building and other infrastructure schemes. This also includes the demolition of existing buildings, excavation, and earthmoving works. There is no requirement for businesses to report on CD&E waste and significant quantities of this waste are managed at the construction/demolition site rather than at a permitted waste management facility. Mobile plant is often used to crush, screen, and separate the waste either for re-sale or re-use on site. The WNA acknowledges that the Environment Agency Waste Data Interrogator provides limited information on the total amount of CD&E waste produced but this has been used to give the most accurate picture possible/to consider the amount of recorded waste requiring management each year.
- 5.12. CD&E waste arisings have increased overall since 2010, reaching a high of 1.5 million tonnes in 2014, but have since fluctuated between roughly 950,000 and 1.2 million tonnes per annum. Using the Environment Agency data for 2019, it is estimated that just over 80% of CD&E waste is recycled or recovered with less than 20% disposed of to landfill.

#### *Hazardous waste*

- 5.13. Hazardous waste contains substances which are harmful to hum health or the environment and can include oils, chemicals, batteries, asbestos, and pesticides. Hazardous waste arisings within the plan area have shown some fluctuation over the past 10 years but overall have remained between approximately 34,000 and 52,000 tonnes per annum between 2010 and 2019. These estimates are taken from the Environment Agency's separate

Hazardous Waste Data Interrogator and are significantly lower than those contained in the previous Issues and Options document.

#### *Agricultural Waste*

- 5.14. Agricultural waste includes all waste generated from farming activities including natural waste such as slurry and manure as well as non-natural waste such as plastic rubber, metal, and oil. The total amount of agricultural waste produced in the plan area has increased since 2010, largely due to more waste being managed through anaerobic digestion facilities, and therefore recorded, rather than being spread to land. In 2019 almost 31,000 tonnes of agricultural waste down from a peak of 45,000 tonnes in 2018.
- 5.15. As only a small amount of agricultural waste is produced each year (less than 1.15% of the total waste generated in the plan area in 2019) it is not considered necessary to identify specific waste management capacity for this waste stream.

#### *Mining Waste*

- 5.16. Mining waste is produced during the extraction and processing of mineral resources and includes waste solids or slurries left over after the mineral has been removed, waste rock, and soil. In the past large tonnages of colliery spoil were produced from the area's many coal mines but there are no longer any active collieries within the Plan area. Since 2010, the production of mining waste within the Plan area has generally been less than 1,000 tonnes per year although the opening a new quarry in 2016 saw a peak of just over 12,400 tonnes.
- 5.17. As with agricultural waste, mineral working now produces very small quantities of waste each year, much of which can be used to help restore other mineral workings or landfill sites. It is not therefore seen as necessary to make separate provision for this waste stream.

#### *Low-level radioactive waste*

- 5.18. Radioactive waste will either contain radioactive material or will have been contaminated by radioactivity. In the UK, radioactive waste is categorised according to the type and amount of radioactivity it contains, and the amount of heat it can generate. All high-level radioactive waste, such as that from nuclear power stations, is dealt with at a national level and is treated or disposed of at specialist sites. Non-nuclear, low-level radioactive waste

produced by hospitals, universities, and industry for example, can be managed at conventional facilities. The Waste Needs Assessment has confirmed that there are no major radioactive waste facilities in the Plan area and that only very small quantities of low-level radioactive waste are produced which do not require any specific provision within the Plan.

### *Wastewater*

- 5.19. Wastewater is a combination of used water from domestic properties, industry, and agriculture as well as rainwater run-off from roads and other hard surfaced areas. Existing wastewater treatment facilities in the Plan area manage an average daily flow of more than 300 million litres of effluent. The Councils will work with the water utility companies to assess the need for additional wastewater treatment capacity within the Plan area.

### **Forecasting future waste arisings in the Plan area**

#### **What you told us at the Issues and Options Stage:**

- There was broad support for the range of scenarios set out within the Issues and Options document.
- The majority of respondents supported either the 'no change' or 'low growth scenario' for each waste stream to reflect future household and economic growth, although some felt that planning for a higher rate of growth would allow greater flexibility.
- Some respondents supported planning for a more ambitious decline in waste volumes to reflect future changes in packaging and plastic waste and the need to improve the amount of waste which is recycled.
- LACW forecasts should be based on the final local housing need figure using the Government's standard method rather than the projections used in the Preliminary Waste Needs Assessment.
- No comments were received relating to hazardous waste.

#### **Issues and Options Sustainability Appraisal findings:**

For each of the waste streams, those scenarios which resulted in either the least amount of growth, or the greatest reduction, in

waste arisings were seen as the most sustainable overall. These scenarios scored positively in terms of environmental objectives but less positively in terms of making adequate provision for future waste treatment and disposal and supporting economic growth.

- 5.20. The need for further waste management capacity will depend on factors such as the level of planned housing, commercial and industrial development within the plan area, whether any major infrastructure projects are likely to take place, and the impact of wider measures to cut waste and re-use materials in line with the circular economy principle. The Waste Needs Assessment therefore considers a range of different growth scenarios for each of the main waste streams in line with national policy and guidance on forecasting future waste arisings. These scenarios have been updated from those considered at the previous Issues and Options consultation stage. The different options considered and the preferred scenario for each waste stream is summarised below. In each case, 2019 has been used as the baseline for forecasting as this is the most recent year for which there is comparable data available for each of the main waste streams.

#### *Local Authority Collected Waste*

- 5.21. To forecast LACW arisings, the NPPG recommends establishing a growth profile that considers a range of possible outcomes based on household or population growth and waste arisings per household or per head. This should factor in a range of different scenarios to take account of both historic growth trends and progressively lowering growth rates due to waste minimisation initiatives.
- 5.22. The previous Issues and Options consultation considered a range of options including progressive growth in the amount of waste produced per household. The most recent Waste Needs Assessment has updated the previous LACW forecasting scenarios from the Issues and Options stage to take account of more recent housing estimates and gives greater emphasis to future waste minimisation initiatives. The three updated scenarios are described below:

- A** **High rate of decline** - this scenario assumes an annual decline in the amount of waste per household of 1.48% in Nottinghamshire and 1.35% in Nottingham. This reflects the historic trend seen between 2007 and 2019. However, this timeframe includes a large drop in household waste arisings between 2007 and 2008 which is likely to be due to the

recession and may not be representative of longer-term trends. This scenario would result in a decrease of over 100,000 tonnes per annum of LACW by 2038.

- B Low rate of decline** - this scenario assumes an annual decline in the amount of waste per household of 0.58% in Nottinghamshire and 0.75% in Nottingham. This reflects the historic trend seen between 2008 and 2019 and therefore excludes the possible recessionary impact between 2007 and 2008. This scenario would result in an increase of less than 10,000 tonnes per annum of LACW by 2038. Although this scenario assumes a decline in the amount of waste per household, the increased number of households by 2038 would result in overall growth.
- C No change** - this scenario assumes 0% change in the amount of waste produced per household going forward based on the most recent 2019 figures. This scenario would result in increase of around 80,000 tonnes per annum of LACW by 2038. Although this scenario assumes no change in the amount of waste per household, the increased number of households by 2038 would result in overall growth.

5.23. These updated scenarios now also take account of the proportion of non-household, or trade waste which is collected by local authorities. Non-household waste is difficult to forecast as it can be affected by a number of variables such as market trends, national policy, and the state of the economy. However, rates have remained relatively stable between 2007 and 2019 so it has been assumed that there will be no change in the most recent non-household LACW generation rate.

5.24. Table 1 below summarises the forecast arisings at key intervals during the plan period.

**Table 1. Summary of Forecasted LACW Arisings (in five-year intervals) (000s tonnes), 2019 – 2038**

	2019	2024	2029	2034	2038
<b>Scenario A</b>	577	553	526	495	467
<b>Scenario B</b>	577	581	584	586	586

<b>Scenario C</b>	577	599	620	642	659
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- 5.25. Compared to the previous Issues and Options consultation, these revised scenarios result in lower overall estimates of future LACW arisings. Scenario A (high decline) takes account of future waste minimisation measures but includes the 2007-2008 period when, as a result of the recession, households and businesses produced significantly less waste. This single year drop skews the data and is not considered to be representative of future trends. Scenario B (low decline) takes account of expected future waste reduction measures but is not skewed by the effects of the 2007-2008 recession. Scenario C (no change) assumes waste arisings will remain static and takes no account of future waste reduction measures and is also therefore not considered to be realistic because it does not reflect national policy aims. Scenario B is therefore considered to be the most realistic and has been chosen as the preferred option upon which to base the Plan.

*Commercial and industrial waste*

- 5.26. To forecast commercial and industrial waste arisings, national policy guidance recommends that waste planning authorities should assume a certain level of growth in waste arisings unless there is clear evidence to indicate otherwise. At the previous Issues and Options consultation stage, a range of growth scenarios were considered based on predicted future economic output. These have been updated as part of the latest WNA and are now more closely linked to predicted future waste generation rates per employee and the employee projections from the Nottingham Employment Land Needs Study<sup>iv</sup>.

- 5.27. The three updated scenarios are:

**A No change** - this scenario assumes business as usual with no change in either the number of employees or the amount of waste produced per employee during the plan period. The amount of C&I waste produced would remain static throughout the plan period.

**B Medium growth** - this scenario assumes a 5% reduction in the amount of waste per employee up to 2031 due to waste reduction initiatives and circular economy measures. The number of employees would increase by 11% in Nottinghamshire and 17% in Nottingham in line with predictions. Due to the predicted economic impacts of the

COVID-19 pandemic, these predictions assume that there will be a further fall in employment during 2021 before a protracted recovery which will see employment levels return to pre-COVID 19 levels by 2024. This scenario would result in an increase of 85,000 tonnes of C&I waste per year by 2038.

**C High growth** - this scenario assumes no change in the amount of waste produced per employee. The number of employees would increase 11% in Nottinghamshire and 17% in Nottingham in line with predictions - as in Scenario B above. Due to the predicted economic impacts of the COVID-19 pandemic, these predictions assume that there will be a further fall in employment during 2021 before a protracted recovery which will see employment levels return to pre-COVID 19 levels by 2024. This scenario would result in an increase of almost 120,000 tonnes of C&I waste per year by 2038.

5.28. Table 2 below summarises the forecast arisings at key intervals during the plan period.

**Table 2. Summary of Forecasted C&I Arisings (in five-year intervals) (000s tonnes), 2019 – 2038**

	2019	2024	2029	2034	2038
<b>Scenario A</b>	903	903	903	903	903
<b>Scenario B</b>	903	903	934	965	988
<b>Scenario C</b>	903	903	945	987	1,021

5.29. Compared to the previous forecasts, using the 2019 data results in a higher baseline from which to project future waste growth but is likely to be a more realistic starting point as this reflects the probable impacts of increasing restrictions on waste exports (see paragraph 5.7). However, the revised C&I waste forecasts result in a much narrower range of future waste growth by the end of the plan period. Scenario A (no change) does not take account of predicted future economic growth or the likely impact of waste minimisation measures. This is not considered to be representative of long-term trends as it does not reflect national policy or local growth estimates. Scenario B (low growth) takes account of predicted growth in the local economy after 2024 and the likely impact of waste minimisation measures as described in Chapter 3. Scenario C (high growth) takes account of predicted economic growth but assumes there will be no reduction in the amount of

waste produced per employee. This is not considered to be representative of long-term trends as it does not take account of waste minimisation measures. Scenario B is therefore considered to be the most realistic and has been chosen as the preferred option upon which to base the Plan.

### *Construction, Demolition and Excavation Waste*

- 5.30. When forecasting future CD&E arisings, national policy guidance recommends that WPAs should assume a constant level of future arisings as there is a limited evidence base on which to base forward projections. Allowance should also be made for the fact that a sizeable proportion of construction and demolition waste arisings are managed or re-used on-site, or at exempt sites. Although the starting point is to assume that arising will remain constant over time, forecasts should also take account of any significant planned regeneration or major infrastructure projects over the timescale of the Plan.
- 5.31. At the previous Issues and Options consultation stage three different scenarios were modelled reflecting different rates of construction activity over the life of the Plan including progressive growth in the amount of CD&E waste produced. These scenarios were reviewed as part of the latest Waste Needs Assessment which concluded that there was no evidence to suggest an increase in future CD&E arisings. The only major construction project considered potentially likely to have a significant impact on CD&E generations rates during the plan period is Phase 2b of the HS2 high-speed railway, the eastern leg of which passes through Nottinghamshire. However, as only a small section of the route runs through the County, the impacts on C&DE waste arisings are not considered to be significant. For this reason, only one forecasting scenario has been considered as follows:

**A**      **No change** - this scenario assumes business as usual with no change in the amount of waste produced during the plan period. There are no major construction projects scheduled during the plan period that would significantly affect future levels of CD&E waste generation.

- 5.32. Table 3 below summarises the forecast arisings at key intervals during the plan period.

**Table 3. Summary of Forecasted CD&E Arisings (in five-year intervals) (000s tonnes), 2019 – 2038**

	2019	2024	2029	2034	2038
<b>Scenario A</b>	1,186	1,186	1,186	1,186	1,186

- 5.33. In line with national guidance, and the lack of alternative evidence, this is considered to be an appropriate forecast upon which to base the Plan.

*Hazardous waste*

- 5.34. The NPPG recommends that forecasts of future hazardous waste arisings should be based on extrapolating historic time series data as information on hazardous waste is considered likely to be robust. The previous Issues and Options consultation considered a single scenario based on waste production over the last 10 years. The latest Waste Needs Assessment maintains this approach but has revised the underlying figures on the amount of waste produced over the last 10 years using data from the Environment Agency’s Hazardous Waste Data Interrogator. A single forecasting scenario has therefore been considered as follows:

**A Extrapolate historic data** - this scenario assumes that the amount of hazardous waste generated will continue the overall minor downward trend observed over the last 10 years. This scenario does not consider any change in hazardous waste arisings as a result of COVID-19 as it is predicted that the amount of hazardous waste will return to normal levels by the end of the plan period.

- 5.35. Table 4 below summarises the forecast arisings at key intervals during the plan period.

**Table 4. Summary of Forecasted Hazardous Waste Arisings (in five-year intervals) (000s tonnes), 2019 – 2038**

	2019	2024	2029	2034	2038
<b>Scenario A</b>	48	47	46	44	43

- 5.36. In line with guidance in the NPPG, this projection of hazardous waste arisings based on historic time series data is considered an appropriate forecast upon which to base the Plan.

*Agricultural waste, mining waste, low-level radioactive waste, and wastewater*

- 5.37. No specific guidance is provided on forecasting future waste arisings for other waste streams such as agricultural waste mining waste, low-level radioactive waste, and wastewater. In most cases these are produced in very small quantities and are capable of being managed at existing facilities. For this reason, it is not considered necessary to make any specific provision for these waste streams. The need for additional waste treatment capacity is usually determined by the regulated water utility companies on a case-by-case basis. Local planning authorities consult the water utility companies during local plan production and on major development proposals and both water supply and disposal requirements are considered as part of local infrastructure delivery plans. To date, no specific requirements have been identified but the Plan will continue to make policy provision for the extension or renewal of existing treatment facilities or the provision of new facilities if required.

**Existing capacity within Plan area**

- 5.38. In order to establish what level of provision will be required within the Plan, the WNA assesses the amount of waste management capacity that is already available within the Plan area. This is again based on data from the Environment Agency's Waste Data Interrogator which shows the quantity and type of waste which has been received at each facility. In line with national guidance this takes account of those facilities which have planning permission and are operational. This is considered to be more reliable than including facilities which have planning permission but have either not been built or are no longer in use.
- 5.39. Tables 5 and 6 below provide a summary of existing capacity by type of facility and the waste streams they accept. Further details on the capacity of individual facilities can be found in Appendix F of the Waste Needs Assessment. Due to the way in which waste data is reported through the Waste Data Interrogator, it is not possible to separate the capacity of each facility between LACW and C&I waste streams. This is recorded as a single, category of household, industrial and commercial waste (HIC) for reporting purposes.

**Table 5 Existing waste treatment capacity by type as at December 2019 (rounded to nearest 100 tonnes)**

Facility Type	Waste stream			Total
	HIC	CD&E	Hazardous	
<i>Anaerobic digestion</i>	364,700	-	700	365,400
<i>Composting</i>	109,800	20,400	-	130,200
<i>Recycling</i>	778,900	1,137,000	145,500	2,060,500
<b>Recycling Total</b>	<b>1,253,400</b>	<b>1,157,400</b>	<b>146,200</b>	<b>2,061,400</b>
<i>Energy recovery</i>	280,800	-	-	280,800
<i>Other recovery (deposit to land)</i>	200	388,300	-	388,500
<b>Recovery Total</b>	<b>281,000</b>	<b>388,300</b>	<b>-</b>	<b>669,300</b>
<b>Transfer</b>	<b>590,500</b>	<b>267,000</b>	<b>49,100</b>	<b>906,600</b>
<b>TOTAL</b>	<b>2,124,900</b>	<b>1,812,700</b>	<b>195,300</b>	<b>4,132,800</b>

**Table 6. Remaining Landfill Capacity by type as at December 2019 (rounded to nearest 100 tonnes)**

Facility Type	2019
<b>Inert Landfill (CD&amp;E)</b>	<b>2,265,400</b>
<b>Non-hazardous Landfill (HIC)</b>	<b>58,800</b>
<b>Restricted User Landfill</b>	<b>598,500</b>

### Future waste management methods

#### What you told us at the Issues and Options Stage:

##### Recycling

- The majority of respondents felt recycling rates were likely to increase in future although some noted this was likely to require significant government intervention and funding.
- Some respondents felt that future recycling targets should be more ambitious, especially for LACW

- There is a need to consider future changes in consumer behaviour and how products are manufactured and packaged.
- The Councils should collect a wider range of materials for recycling and drive more innovation across the waste industry.

#### Energy Recovery

- The majority of respondents supported the use of energy recovery where this would reduce the need for landfill and increase the supply of low carbon energy. However, the priority should be to reduce, re-use and recycle as much as possible.
- Industry respondents pointed to the need for more energy recovery capacity as RDF exports are rapidly decreasing and the UK still landfills large quantities of waste which could be subject to energy recovery.
- Energy recovery through incineration can be controversial and greater priority should be given to energy recovery from food and garden waste via in-vessel composting and anaerobic digestion.
- There is a need to consider greenhouse gas emissions.
- Energy recovery facilities should recover both heat and energy e.g. Combined Heat and Power (CHP) schemes
- The terminology in the Plan should refer to 'energy recovery' or 'other recovery' as the broad term 'recovery' also includes recycling.

#### Disposal

- The majority of respondents felt that there would be a need for some landfill disposal capacity in future, but this should not prevent further recycling or recovery efforts.
- Waste should be disposed of as close to where it is generated as possible to reduce transport distances and costs.
- Disposal sites should be carefully designed and monitored.
- Some respondents felt there should be greater emphasis on waste reduction measures to avoid the need for disposal.

Overall, options which assumed the highest rates of recycling and lowest rates of disposal for each waste stream, were considered to be the most sustainable.

- 5.40. As well as establishing the level of existing capacity, we also need to consider how waste is likely to be managed in future i.e. the proportions of each waste stream that are likely to be recycled, recovered, or disposed of. This will help to identify the types of facilities needed and whether any new capacity will be required over the plan period. The Waste Needs Assessment sets out the recycling, recovery and disposal scenarios which have been considered for each waste stream. In each case these range from a continuation of current recycling rates, a moderate increase, and a more challenging stretch-target likely to require much wider changes from government, industry, and society as a whole.

**Table 7. Recycling Scenarios for LACW**

Recycling Scenario	Description	Justification
Low	<b>39.4% recycling rate</b> for all years to 2038.	Business as usual, no change in the current recycling rate by 2038.
Medium	<b>55% recycling rate</b> by 2038.	Reflects the EU Waste Framework Directive target for 50% of municipal waste to be recycling or composted by 2020 and the 52% recycling target by 2020 set for Veolia in their contract with Nottinghamshire County Council.
High	<b>65% recycling rate</b> by 2035 continuing to 2038.	Reflects the national waste strategy target to recycle 65% of MSW by 2035. The updated Waste Framework Directive also sets a target for 65% of MSW to be recycled by 2030.

- 5.41. The low scenario reflects a continuation of the current recycling rate for LACW and does not take account of additional recycling measures announced by Government such as the separate collection of food waste from all households. The medium scenario represents a considerable improvement on the current recycling rate but still falls short of the national waste strategy target. The high recycling scenario is preferred as this reflects the more ambitious national target and takes account of the future recycling measures which are due to be introduced.

**Table 8. Recycling Scenarios for C&I Waste**

Scenario	Description	Justification
<b>Low</b>	<b>70.1% recycling rate</b> for all years to 2038.	Business as usual, no change in the current recycling rate by 2038.
<b>Medium</b>	<b>75% recycling rate</b> by 2038.	Assumes some transition between the current recycling rate and the high recycling rate.
<b>High</b>	<b>80% recycling rate</b> by 2038.	The Nottinghamshire and Nottingham Waste Core Strategy sets a target of 70% of C&I waste to be recycled or composted by 2025. As the current recycling rate is already achieving this target, 80% has been chosen as a possible target to apply to the end of the plan period (2038).

5.42. The low scenario reflects a continuation of the current recycling rate for C&I waste and does not take account of proposed measures such as the wider use of Extended Producer Responsibility (customer take-back) schemes. The medium scenario assumes a small increase in the recycling rate over the Plan period. The high scenario is preferred as this reflects a more optimistic target by the end of the Plan period and takes more account of proposed recycling measures.

**Table 9. Recycling/Recovery Scenarios for CD&E Waste**

Scenario	Description	Justification
<b>Low</b>	<b>82.6% recycling/recovery rate</b> for all years to 2038.	Business as usual, no change in the current recycling/recovery rate.
<b>Medium</b>	<b>90% recycling/recovery rate</b> by 2038.	Assumes some transition between the current recycling/recovery rate and the high recycling rate.
<b>High</b>	<b>95% recycling/recovery rate</b> by 2038.	In-lieu of other practical targets, targets for CD&E waste found within the London Plan have influenced the high scenario.

5.43. Recycling and recovery rates for CD&E waste are already at a high level. The low recycling scenario assumes a continuation of the current rate but does not take account of potential future improvements. The construction and demolition sector is identified as a priority area to tackle certain waste materials<sup>v</sup>. The medium scenario assumes an increase in the recycling or recovery of CD&E waste. The high scenario represents a very high recycling and recovery rate for this waste stream and is seen as the most

optimistic outcome as the basis for assessing future recycling needs and minimising landfill. This is comparable with selecting the high recycling scenario for LACW and reflects the increasing commercial market for recycled material in the construction sector.

- 5.44. The high recycling scenario has therefore been chosen as the preferred option for each of the waste streams. To show what this would mean for future waste management, Table 10 below sets out the tonnages of waste that would need to be recycled, recovered or disposed of each year by the end of the Plan period.

**Table 10. Predicted Waste Arisings by Forecast Waste Management Method in 2038 (tpa)**

Method	LACW	C&I	CD&E	Total
Recycling/ Other Recovery	381,000	790,400	1,127,000	2,298,400
Energy Recovery	146,600	98,800	-	245,400
Disposal	58,600	98,800	59,000	216,400
TOTAL	586,200	988,000	1,186,000	2,760,200

### Assessing the need for additional waste management capacity

- 5.45. Having assessed possible future recycling, recovery and disposal scenarios for each waste stream, the high recycling scenario has been selected in each case as the basis upon which to base future plan requirements. Applying the high recycling scenario to the forecast future waste arisings for each waste stream (shown in tables x-y) allows us to calculate the overall requirement for future recycling, recovery, and disposal capacity. Having established the total requirement, a 'capacity gap analysis' can then be carried out to establish whether or not there is sufficient existing waste management capacity to meet expected future needs. The accompanying Waste Needs Assessment provides a more detailed explanation of this methodology and includes a comparison of the predicted capacity requirement using each of the recycling scenarios considered (high/medium/low).
- 5.46. Tables 11 and 12 below show the estimated recycling, recovery, and disposal capacity that would be required at key intervals during the Plan period based on achieving the high recycling scenario for each waste stream. Due to the way in which waste data is reported through the Waste Data Interrogator, it is not possible to separate the capacity of each facility

between LACW and C&I waste streams. In practice many facilities which handle LACW waste are also able to take C&I waste and this is recorded as a single, combined, category of household, industrial and commercial waste (HIC) for reporting purposes. The capacity requirement is therefore shown in terms of the total HIC need.

**Table 11. Capacity Gap Analysis for HIC Waste Streams (tpa)**

		2019	2024	2029	2034	2038
Recycling	Arisings produced	860,461	932,170	1,027,493	1,123,256	1,171,772
	Existing capacity	1,253,400	1,253,400	1,253,400	1,253,400	1,253,400
	Capacity required	+392,946	+321,237	+225,914	+130,151	+81,635
Energy Recovery	Arisings produced	352,200	321,882	292,881	264,347	245,392
	Existing capacity	280,770	280,770	280,770	280,770	280,770
	Capacity required	-71,430	-41,112	-12,111	+16,423	+35,378
Disposal	Arisings produced	8,500	8,500	8,800	9,100	9,300
	Remaining capacity	+58,800	-1,122,600	-2,135,400	-2,977,700	-3,567,000

**Table 12. Capacity Gap Analysis for CD&E Waste Streams (tpa)**

		2019	2024	2029	2034	2038
Recycling/ Other Recovery	Arisings produced	979,300	1,018,100	1,056,900	1,095,700	1,126,700
	Existing capacity	1,545,700	1,545,700	1,157,400	1,157,400	1,157,400
	Capacity required	+566,400	+527,600	+100,500	+61,800	+30,700
Disposal	Arisings produced	206,700	167,900	129,100	90,300	59,300
	Remaining capacity	+2,265,400	+1,348,200	+624,900	+95,700	-188,100

5.47. Based on the preferred high recycling scenario for each waste stream, it can be seen that there is sufficient recycling/composting capacity to manage the Plan area's LACW, C&I and CD&E waste up to 2038. There is insufficient

energy recovery capacity to manage LACW and C&I waste during the first part of the Plan period although there would be a slight surplus towards the end of the Plan period if the high recycling scenario is achieved. Planning permission has been granted for up to 420,000 tonnes per annum of further energy recovery capacity that has not yet come forward. If implemented, this non-operational capacity, could help to reduce future landfill disposal requirements.

- 5.48. Landfill capacity for LACW and C&I waste is effectively exhausted, and the Waste Needs Assessment estimates that up to 3.5 million tonnes of waste could require landfilling over the plan period, depending on future recycling and recovery rates. Landfill capacity for CD&E waste is currently adequate but could run out close to the end of the Plan period. Opportunities for future non-hazardous landfill, to manage LACW and C&I waste, are limited within the Plan area due to the underlying geology and groundwater constraints. There may be opportunities for inert CD&E waste to be used as backfill to restore future quarry sites over the life of the Plan. N.B. although the Waste Needs Assessment carried out by Aecom assumes a future landfill rate of 10% for all wastes, this is already being achieved or bettered for some wastes and may mean that there will be less requirement for landfill than envisaged in the WNA. This will be reviewed as part of preparing the next stage of the Plan.
- 5.49. The WNA does not identify a need for additional waste management capacity for hazardous waste. It is predicted that 42,900 tonnes of hazardous waste will be generated within the plan area in 2038 with sufficient capacity to manage 146,100 tonnes of hazardous waste per year. For other waste streams such as agricultural and mining waste, which are produced in relatively small quantities, the WNA concludes that these are capable of being managed within existing facilities and that no additional capacity would be needed to handle these wastes in future.
- 5.50. In addition to waste recycling, recovery and disposal facilities, waste transfer stations also play an important intermediary role in waste management. Their primary function is to sort and bulk up waste into more efficient loads before moving the waste on to a final destination (e.g. recycling, energy from waste or landfill). Waste transfer capacity is not therefore included in Tables 11 and 12 above to avoid double counting. The WNA concludes that there is currently sufficient transfer capacity to manage 590,000 tonnes of HIC waste and 267,000 tonnes of CD&E waste per year. If it is assumed that the same proportion of waste will be managed by transfer stations in future, there will still be a surplus of waste transfer capacity for both HIC and CD&E waste by the end of the Plan.

- 5.51. On this basis the Plan needs to consider how to make appropriate provision for additional energy recovery and disposal capacity where required. The Councils carried out a 'call for sites' at the previous Issues and Options consultation stage but very few sites were put forward. This means that it is not possible to make an objective comparison of a range of possible sites. Given this lack of site-specific evidence, the Councils have drafted a criteria-based policy against which to judge future waste management proposals (Policy DM1). This policy is similar to that used in the previous Waste Core Strategy and sets out the types of location that are likely to be considered suitable for the different types of waste use.
- 5.52. As this is an emerging Plan, the level of existing waste management capacity, and estimates of future waste needs, will continue to be monitored during the Plan's preparation.

## 6. Our Vision and Strategic Objectives

### Introduction

#### **What you told us at the Issues and Option Stage:**

- Overall, there was support for the Strategic Objectives with suggestions made on specific topic areas to strengthen them
- There were several suggestions for the environment objective, including referring to the protection of water resources as per the water framework directive, outlining that restoration of waste sites will deliver nature conservation benefits and ensuring that all elements of heritage, including archaeology, was considered
- Representations on the climate change objective suggested greenhouse gas emissions should be explicitly referenced and this objective should be connected with delivering more innovative waste solutions to meet climate change commitments
- In relation to the strategic transport objective, there were mixed views with some supporting the use of sustainable alternative modes of transport and locating facilities near the source and markets and others suggesting that this objective was unfeasible
- For the community, health and wellbeing objective many comments supported this but highlighted that it needed to be well implemented with mitigations in place
- Comments on other topic areas which could be addressed through the objectives, included seeking to reduce waste production, providing incentives to deter fly tipping and ensuring waste facilities are safeguarded and allocated through the plan

#### **Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

- The Issues and Options does not make any reference to the provision of sites for waste management or ensuring that such provision is adequate within the Plan area.
- The Vision seeks to protect Nottinghamshire's and Nottingham's environment and wildlife but does not address enhancement of biodiversity or achieving biodiversity net gain.
- Although the Vision refers to businesses and communities managing waste locally wherever possible, it does not include any reference to the location of waste management facilities, transportation distances for waste or modes of transport.
- The Vision seeks to protect Nottinghamshire's and Nottingham's heritage.
- This matter of town and landscape is not explicitly addressed within the Vision though it does state that the environment would be protected, which

could include landscape and townscape. It does not refer to any enhancement of environmental assets.

- In terms of flood risk, this matter is not explicitly addressed though the Vision does refer to minimising the effects of climate change, which could include flooding
- Although the Vision does seek to minimise the effects of climate change it does not address impacts of waste management activities on climate change, for example, through greenhouse gas emissions. The Vision does not refer to increasing the adaptability of waste management facilities to climate change.
- Although the Vision states that the environment will be protected which could possibly include soil, it would not give any protection to high quality agricultural land.
- The Vision is for the Plan area to be sustainable in waste management with the value of waste as a resource being recognised. The Vision also seeks to ensure prevention and re-use of waste and that recycling rates are met.
- The issues of promoting energy efficiency and maximise renewable energy opportunities from new or existing development, protecting and improving local water and air quality are not addressed in the Vision.
- Using waste as a resource and moving towards a circular economy are referred to in the Vision which could contribute to supporting the wider economy and providing local job opportunities.
- The Vision seeks to protect quality of life and avoid any risks to human health, but it does not encompass improvements
- No incompatibility was found between the proposed strategic objectives for the Waste Local Plan (WLP) and the SA objectives. There were several instances where there was no relationship between the WLP's strategic objectives and some of the SA objectives, but this was to be expected given the broad range of issues covered.
- There were a small number of strategic objectives where the relationship with one or more of the SA objectives was unknown or dependent on implementation every strategic objective was compatible with a number of SA objectives. However, it was found that there were significant gaps in the coverage of these strategic objectives in terms of addressing all the SA objectives.
- It was therefore recommended that revised strategic objectives be developed which address the issues outlined in the SA objectives on promoting sustainable patterns of movement and the use of more sustainable modes of transport; protecting the quality of the historic environment, heritage assets and their settings above and below ground; protecting and enhancing the quality and character of townscape and landscape; and reducing the impact and risk of flooding.

6.1. Building on the issues identified, this Plan sets out a vision and strategic objectives to deliver sustainable waste management over the Plan period. Using the existing waste core strategy and the comments received during the Issues and Options Consultation in 2020, we have developed a draft vision set out below. It sets out how waste should be managed in

Nottinghamshire and Nottingham throughout the plan period. The vision demonstrates a positive approach to planning and as such is intended to be both ambitious and deliverable. The vision is supported by 7 Strategic Objectives, and include topics such as climate change, community, health and wellbeing, the environment, and transport.

### ***Vision***

***By 2038 our communities and businesses will produce less waste by re-using resources as far as possible as part of a truly circular economy. This will be supported by an ambitious and innovative waste industry enabling us to meet, and preferably exceed existing and future recycling targets. We will then seek to recover the maximum value from any leftover waste in terms of materials or energy. Disposal will be the last resort once all other options have been exhausted.***

***There will be an appropriate mix of waste management site types, sizes and locations to ensure there is sufficient capacity to meet current and future needs. The geographical spread of waste management facilities will be closely linked to our concentrations of population and employment so that waste can be managed locally as far as possible/close to where it is produced. Large facilities will be focussed around the Nottingham urban area, Mansfield and Ashfield with medium sized facilities close to Worksop, Retford and Newark.***

***Existing waste management facilities will be safeguarded, where appropriate, and new facilities will be situated in the most sustainable locations to support the needs of all new development and promote sustainable patterns of movement and sustainable modes of transport.***

***The quality of life of those living, visiting and working in the area will be improved and any risks to human health avoided. We will protect and enhance our environment, wildlife, high quality agricultural land and heritage, improve air quality and use water resources efficiently in order to minimise the effects of climate change and achieving biodiversity net gains.***

***We will promote waste management facilities' adaptability to climate change and secure energy efficiency and sustainable building techniques whilst maximising renewable energy opportunities from new or existing waste development.***

## **How will we deliver the vision and objectives?**

- 6.2. For the Waste Local Plan to work it must be deliverable. We need to have clear goals for what we want to achieve and be able to measure the effectiveness of our future policies. To do this we have developed the following objectives that build on the elements of the draft Vision above.

**Strategic Objective 1: Acting on climate change** - encourage the efficient use of natural resources by promoting waste as a resource, limit further impacts by avoiding damage to air quality, water or soil, reduce the need to transport waste and accept that some change is inevitable and manage this by making sure that all new waste facilities are designed and located to withstand the likely impacts of flooding, higher temperatures and more frequent storms.

**Strategic Objective 2: Strengthening our economy** – promote a diverse local economy that treats waste as a resource, minimising waste production and maximising the re-use, recycling and recovery of waste by making the most of the opportunities for businesses, communities and local authorities to work together. Encourage investment in new and innovative waste management technologies and learn from best practice.

**Strategic Objective 3: Protecting our environment** – to ensure any new waste facilities protect the countryside, wildlife and valuable habitats, by protecting water, soil and air quality across the plan area and to care for the built, historic and natural environment of the area.

**Strategic Objective 4: Safeguarding Community Health and Wellbeing** – to ensure any, new waste facilities do not adversely impact on local amenities and quality of life from impacts such as dust, traffic, noise, odour and visual impact and address local health concerns.

**Strategic Objective 5: Meeting our future needs** –ensuring that there is a mix of site types, sizes and locations to help us manage waste sustainably wherever possible. Meet current and future targets for recycling our waste. Safeguarding existing and/or potential future sites where appropriate. Locate new waste facilities to support new residential, commercial and industrial development across the plan area.

**Strategic Objective 6: Promoting high quality design and operation** – ensure that all facilities are designed and operated to the highest standards. Improve the understanding, acceptance and appearance of waste management facilities which are an essential part of our infrastructure.

**Strategic Objective 7: Minimising the impacts of transporting waste** – encourage alternatives to road such as water and rail where practical, locate sites close to sources of waste and/or end-markets to reduce transport distances and make use of existing transport links to minimise the impacts of new development.

## 7. Strategic Policies

### Introduction

- 7.1. The strategic policies within this chapter are designed to deliver the vision and objectives of the joint draft Waste Local Plan and provide the overall framework for future waste development within Nottinghamshire. They are designed to ensure that waste facilities are in the appropriate locations across the plan area to manage future waste arisings and will help move waste up the waste hierarchy, whilst protecting local amenity and the built, natural and historic environment. The strategic policies should be read alongside the more detailed Development Management policies in Chapter 8.
- 7.2. National planning policy is clear that the purpose of the planning system is to contribute to the achievement of sustainable development through the three overarching objectives of securing overall economic, social and environmental gains. Planning policies and decisions should actively guide development towards sustainable solutions that reflect the local character, needs and opportunities of each area.
- 7.3. When considering development proposals, the Councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Councils will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social, and environmental conditions in the area.
- 7.4. Planning applications that accord with the policies in this Local Plan (and, where, relevant, with policies in other plans which form part of the development plan) will be approved unless material considerations indicate otherwise.
- 7.5. Where there are no relevant plan policies, or the policies which are most important for determining the application are out of date at the time of making the decision, the Council will grant planning permission unless: a) The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or b) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

7.6. The presumption in favour of sustainable development does not apply where proposals are likely to have a significant effect on a habitats site (either alone or in combination with other proposals), unless an appropriate assessment has concluded that the proposals will not adversely affect the integrity of the habitats site. It is a national planning objective that planning, including planning for waste development supports the transition to a low-carbon economy, taking into account flood risk, water supply and changes to biodiversity and the landscape. All new waste development proposals will be expected to be planned from the outset to avoid increased vulnerability to the range of impacts resulting from climate change and care will need to be taken to ensure any potential risks can be managed through suitable adaptation measures.

## **SP1 – Waste prevention and re-use**

### **What you told us at the Issues and Option Stage:**

- The plan should address waste prevention and re-use and should consider the key targets set out in the 'Resource and Waste Strategy for England' document which highlights a significant increase in recycling targets and a further reduction in Landfill.

### **Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover waste prevention and re-use, as such there are no comments to make.

## **Introduction**

7.7. It is important that waste is managed as sustainably as possible. The Vision and Strategic Objectives for this draft Plan reflect the key principles of both the waste hierarchy and the circular economy and seek to minimise the environmental and economic impact of waste management within the Plan area. Waste prevention and re-use are at the top of the waste hierarchy and should be considered when determining planning applications for all forms of development and not just those which relate to waste management facilities. Policy SP1 below will therefore also apply to proposals for non-waste development and should be considered by the local planning authority (i.e. the relevant district or borough/district council within Nottinghamshire) responsible for determining the application.

## **SP1 – Waste prevention and re-use**

**All new development should be designed, constructed, and operated to minimise the creation of waste, maximise the use of recycled materials, and assist with the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.**

### **Justification**

- 7.8. The NPPW requires local planning authorities to ensure that waste arising from the construction and operation of all development is managed in ways which maximise opportunities for re-use and recovery and minimise the off-site disposal of waste. This can include measures such as using recycled materials in construction or re-using suitable construction waste on site for engineering or landscape purposes.
- 7.9. All new non-waste development should also make sufficient provision for waste management as part of the wider development. This includes promoting good design to integrate waste storage areas with the rest of the development and its surroundings. Adequate storage facilities should also be provided at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service. There may also be opportunities, particularly for larger scale developments, for the incorporation of small-scale waste processing facilities into the scheme, particularly where there is scope for the recovery and use of heat
- 7.10. National Planning Practice Guidance indicates that local planning authorities can make use of planning conditions to promote the sustainable design of any proposed development through the use of recycled products, recovery of on-site material and the provision of facilities for the storage and regular collection of waste and to promote the sound management of waste from any proposed development, such as encouraging on-site management of waste where this is appropriate, or including a planning condition to encourage or require the developer to set out how waste arising from the development is to be dealt with.
- 7.11. Non-waste development is normally the responsibility of the relevant LPA. Some Local Plans already include policies which seek to address issues of sustainable design and construction in more detail including how waste arising from the site should be managed. Policy SP1 should therefore be read alongside such policies where they exist.

This policy helps to meet the following objectives:

SO1 - Climate change, SO2 - Strengthen our economy

## SP2- Future Waste Management Provision

### What you told us at the Issues and Option Stage:

- The plan needs to include scenarios that increase recycling and be flexible in its approach to waste.
- General support was given for increasing recycling targets, some thought we should be even more ambitious, and consideration should be given to how new waste management facilities can support this
- Recovering energy from (residual) waste can contribute to a balanced energy policy. The recovery activities should not undermine preventing or minimising waste.
- Energy recovery is valuable part of the mix, but as a last resort option, not an easy option. Resource efficiency has to be the first priority with recycling and recovery. Where energy recovery is adopted, then it must be as part of an integrated scheme where all the generated energy can be recovered and used to offset in the first instance energy produced from fossil fuels
- Some landfill capacity is required however, considering the relatively small proportion of waste to landfill this would be appropriate on a regional basis rather than necessarily within the Plan Area

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover the future of waste management provision, as such there are no comments to make.

## Introduction

- 7.12. Alongside helping to support wider waste management aims and objectives, the key role of the Waste Local Plan is to ensure that there is an efficient network of waste management facilities to treat or dispose of any waste that is produced safely and sustainably. This means ensuring that we have the right facilities, in the right places, at the right time to meet our future needs.

- 7.13. In line with national policy, the Waste Local Plan looks to drive waste management up the waste hierarchy (see page x) by providing for an appropriate range of facilities to help meet current and future recycling targets whilst also making adequate provision for waste disposal where necessary.

### **SP2 - Future Waste Management Provision**

**The Waste Local Plan aims to provide sufficient waste management capacity to meet identified needs and will support proposals for waste management facilities which help to move waste management up the waste hierarchy. Proposals for waste management facilities will therefore be assessed as follows:**

- a) Priority will be given to the development of new or extended recycling, composting and anaerobic digestion facilities**
- b) New or extended energy recovery facilities will be permitted only where it can be shown that this will divert waste that would otherwise need to be disposed of and the heat and/or power generated can be used locally or fed into the national grid**
- c) New or extended disposal capacity will be permitted only where it can be shown that this is necessary to manage residual waste that cannot be recycled or recovered.**

### **Justification**

- 7.14. Chapter 5 of the Waste Local Plan identifies our anticipated future waste management needs across the Plan area to 2038. The Plan's approach is to ensure that Nottinghamshire and Nottingham are self-sufficient in managing their own waste as far as possible, but it is recognised that this may not always be practical. In some cases, it may be more sustainable or economical for waste to be managed in a different WPA area if this happens to be the nearest, most appropriate facility for that waste type. It is not viable to have facilities for every waste type in each WPA area as some wastes are very specialised or only produced in very small quantities and are more appropriately managed at regional or national level. The Waste Local Plan therefore takes a pragmatic approach which aims to provide sufficient capacity to manage the equivalent of our own waste arisings whilst allowing

for appropriate cross-border movements of waste. Policy SP5 sets out this approach in more detail.

- 7.15. Where there is a need for additional waste management capacity, proposals for new or extended waste management facilities will need to demonstrate that this will not prejudice movement up the waste hierarchy. In land use terms, priority will therefore be given to facilities which will contribute to meeting current and future recycling targets. These can include recycling, composting and anaerobic digestion facilities<sup>vi</sup>.
- 7.16. Where it is not possible to recycle the waste, the next most sustainable option is to recover value from the waste in the form of either energy or materials. Recovering energy from waste can also provide a local source of heat or power for other nearby development, helping to meet the Government's aims of decentralising energy supplies and offsetting the need for fossil fuels. However, the national waste management plan and national waste strategy make clear that the aim is to get the most energy out of waste, not to get the most waste into energy recovery. To be classed as a 'recovery' facility Energy from Waste (EfW) facilities must achieve an agreed level of energy efficiency<sup>vii</sup>. Other forms of material recovery can include anaerobic digestion, processing waste into materials to be used as fuel and some backfilling operations where the waste is used in place of other non-waste materials for reclamation, landscaping, or engineering purposes.
- 7.17. Although disposal is at the bottom of the waste hierarchy, it is recognised that there will still be a need to dispose of residual waste that cannot be recycled or recovered. Disposal involves either the landfilling of waste or incineration without energy recovery as this means no value is obtained from the waste.

### **SP3 – Broad Locations for New Waste Treatment Facilities**

**What you told us at the Issues and Options Stage:**

- Overall, most respondents supported the approach of having waste facilities close to the main urban areas providing that, other environmental factors, such as flood zones, groundwater special protection zones, protected habitats, historic assets and the green belt were robustly considered and assessed for any formal applications or allocation sites to determine whether site specific locations are appropriate
- There was concern that focusing waste facilities in the urban area could leave a gap in provision of facilities in certain communities, with concern

also raised that Newark was not a sustainable location for small or medium waste facilities

- Respondents raised that adding road networks to the key diagram map would help to establish how waste facilities can serve several settlements
- The industry raised that for water recycling centres locating facilities near urban areas and so residential areas was not appropriate with them also needing to be nearby to watercourse. They suggested either a separate policy or further text explaining their specific requirements would be needed
- The industry also raised that flexibility would be required to recognise that how we manage waste in the future is likely to change throughout the plan period

#### **Issues and Options Sustainability Appraisal findings:**

- It was found that locating large facilities in Nottingham, Mansfield and Ashfield with smaller/medium facilities also in Newark, Worksop, and Retford would be the most sustainable option.

### **Introduction**

- 7.18. As set out in our vision, we want to promote a pattern of appropriately sized waste management facilities in the areas where they are most needed - i.e. close to where most waste is likely to be produced. This approach will help local authorities and the waste industry to develop a modern, safe, and efficient network of waste facilities to manage waste as sustainably as possible and reduce the need to transport waste over long distances.
- 7.19. The Waste Local Plan has therefore adopted a broadly hierarchical approach based on settlement size and geography to focus sites where they are most needed. This approach is supported by a more detailed set of site criteria to establish the types of locations that would be considered suitable for different types of waste management facilities (see Policy DM1).
- 7.20. The majority of our waste will be managed through dedicated waste treatment facilities such as recycling, composting, anaerobic digestion, energy recovery or waste transfer facilities, but the Plan must also ensure that any remaining residual waste, that is not suitable for further processing, can be disposed of safely. Facilities for the recovery to land or disposal of any remaining residual waste are considered separately in Policy SP4.

#### **SP3 – Broad Locations for New Waste Treatment-Facilities**

**Large-scale waste treatment facilities will be supported in, or close to, the built-up areas of Nottingham and Mansfield/Ashfield.**

**Medium sized waste treatment facilities will be supported in, or close to, the built-up areas of Nottingham, Mansfield/Ashfield, Newark, Retford and Worksop.**

**The development of small-scale waste treatment facilities will be supported in these and other locations where these will help to meet local needs and fit in with the local character.**

**The development of treatment facilities within the open countryside and within the Green Belt will be supported only where such locations are justified by a clear local need, particularly where this would provide enhanced employment opportunities and/or would enable the re-use of existing buildings**

## **Justification**

- 7.21. Nottingham and its surrounding built up areas, including Hucknall, Arnold, Beeston, Carlton, Stapleford, West Bridgford and Clifton, form the major/main urban centre for population and employment in the Plan Area and could see significant growth in future. This area also shares significant employment and housing market links with the neighbouring cities of Derby and Leicester. The other main urban concentration is focused around Mansfield and the Ashfield towns of Sutton-in-Ashfield and Kirkby-in-Ashfield (Mansfield/Ashfield) which are all clustered closely together (See Plan xx). The development of new, or extended, waste facilities to serve these areas is therefore key to managing planned future employment and housing growth.
- 7.22. Functionally these main urban areas are closely linked, and the availability and concentration of suitable employment land and transport links make these the most appropriate locations for the development of major waste infrastructure. However, there may also be a need for other, small or medium sized, facilities within these areas.
- 7.23. Newark, Worksop and Retford are sizable towns and locally important centres for housing and employment. Newark and Worksop in particular, face significant growth over the next 20 years as outlined within the relevant Local Plans, with a new garden village also proposed between Worksop and Retford by Bassetlaw District Council. These areas will therefore need further waste management provision both to cope with future growth and support the move towards more sustainable methods of waste management.

Whilst unlikely to need larger facilities, these locations are likely to require a number of small - medium sized waste management facilities.

- 7.24. Elsewhere there may be a need for small-scale facilities to meet local community needs, but these should be designed and located to fit in with the character of the surrounding area. These small-scale, local facilities are most likely to be for waste recycling, composting or transfer but small-scale anaerobic digestion may also be suitable where this can provide a local source of energy. There may also be wider benefits in terms of providing a more diverse range of local employment opportunities. Such facilities will be supported where these would meet a clear local need and can be accommodated without introducing industrial style development or intensive uses into village, neighbourhood, or countryside areas. In line with guidance in the National Planning Policy for Waste, the emphasis should be on the re-use of existing buildings and previously developed land wherever possible. This could include the re-use of appropriate agricultural, forestry or other buildings for example. Where waste development is proposed in the Green Belt, proposals will need to comply with Policy SP7: Green Belt.
- 7.25. It is recognised that some types of waste facility, such as wastewater treatment works, may have specific locational requirements. These may require an open countryside or greenbelt location outside of the spatial strategy set out in Policy SP3.

This policy helps to meet the following objectives:

SO5 – Meet our future needs, SO7 – Sustainable Transport

## **SP4 – Managing Residual Waste**

### **What you told us at the Issues and Options Stage:**

- The majority of respondents felt that there would be a need for some landfill disposal capacity in future, but this should not prevent further recycling or recovery efforts.
- Waste should be disposed of as close to where it is generated as possible to reduce transport distances and costs.
- Disposal sites should be carefully designed and monitored.
- Some respondents felt there should be greater emphasis on waste reduction measures to avoid the need for disposal.
- Considering the relatively small proportion of waste sent to landfill, this would be appropriate on a regional basis, rather than necessarily within the Plan area.

**Issues and Options Sustainability Appraisal findings:**

- It was found that making additional provision for waste disposal could have significant environmental impacts, dependent on the specific location of sites. There may be minor positive effects from ensuring there is adequate provision for all waste needs and reducing the need to transport residual waste out of the Plan area for disposal.

**Introduction**

- 7.26. As well as making provision for a range of suitable waste treatment facilities to recover as much of our resources as possible, the Plan must also ensure that any remaining waste, known as residual waste, can be managed safely. This includes the use of suitable inert materials as bulk fill for engineering, landscaping or restoration purposes and the final disposal of non-hazardous or hazardous waste which is not suitable for further treatment.

**SP4 Residual Waste Management**

- a) **Proposals for the recovery of inert waste to land will be permitted where it can be demonstrated that:**
- This will provide a significant benefit or improvement which cannot practicably or reasonably be met in any other way.**
  - The waste cannot practicably and reasonably be re-used, recycled or processed in any other way.**
  - The use of inert waste material replaces the need for non-waste materials**
  - The development involves the minimum quantity of waste necessary to achieve the desired benefit or improvement**
  - This will not prejudice the restoration of permitted mineral workings and landfill sites.**
- b) **Proposals for the disposal of non-hazardous or hazardous waste will not be permitted unless it can be demonstrated that:**
- There is an overriding need for additional disposal capacity which cannot be met at existing permitted sites.**
  - The waste cannot practicably and reasonably be re-used, recycled or processed in any other way.**
- c) **In all cases, the resulting final landform, landscaping and after-uses must be designed to take account of and, where appropriate, enhance the surrounding landscape, topography and natural environment.**

- 7.27. National policy recognises that there is still a need to make adequate provision for waste disposal once all other treatment options have been exhausted (Paragraph 3, National Planning Policy for Waste). This should only be where the need for disposal is unavoidable, for example where there is a lack of treatment (i.e. recycling or other recovery) capacity available for that specific waste type, or during periods of planned maintenance or mechanical breakdown at existing treatment facilities.
- 7.28. Previously waste disposal has been used as a means of backfilling and restoring old mineral workings, but the majority of former quarries and colliery sites have now been restored. New quarries may require inert waste materials for restoration in future, but there are now very few, if any, quarries that would be suitable for non-hazardous waste disposal. This is mainly due to geology as the permeable sandstone aquifer which underlies much of the plan area prevents the disposal of hazardous or non-hazardous waste.

### **Inert Waste**

- 7.29. Inert material can be put to beneficial use to restore former mineral sites or as a capping material for landfill or landraise schemes. This type of activity can be categorised as waste recovery, rather than disposal, where the material is used to replace non-waste materials which would otherwise have been used fulfil the same function. Given the need to ensure the appropriate restoration of mineral workings, landfill, and landraise sites, priority will be given to this type of operation ahead of any other recovery operation.
- 7.30. Other types of recovery operation involving inert waste can include:
- Constructing haul roads/hard standing.
  - Agricultural land improvements or other engineering operations.
  - Landscaping and noise attenuation bunds to screen development.
- 7.31. Given that inert waste readily lends itself to being put to a beneficial use, the disposal of inert waste to land is considered unacceptable.
- 7.32. The WPAs will therefore need to consider whether proposed development involving the deposit of waste to land is a genuine 'recovery' activity. This will include an assessment of whether there is a genuine need for the development and the extent to which it will provide environmental or other benefits. Permission will not be granted proposals where the intention is to provide an outlet for waste 'disposal' for its own sake.

- 7.33. The recovery of inert waste to land will only be supported if the development provides a significant benefit that would outweigh any significant adverse impacts. In the case of land remediation, the development must demonstrate a significant improvement to damaged or degraded land and/or provide a greater environmental or agricultural value than the previous land use.
- 7.34. Proposals must demonstrate that the quantity of waste to be used is the minimum amount required to achieve the desired outcome. Where this relates to the restoration of minerals workings or landfill sites, this will include consideration of the final landform, slope stability and drainage profile, allowing for the expected rate of settlement of the deposited material.
- 7.35. Where an application, or part of an application, which includes a recovery to land operation is to be determined by a district or borough council, then Policy SP4 will apply as part of the decision-making framework.

#### **Non-hazardous and hazardous waste**

- 7.36. The Plan aims to divert as much waste away from landfill as possible by providing other types of facilities for the management of waste and there has been a significant reduction in the amount of waste requiring disposal over the last 20 years. This is expected to continue in future, as a result of further waste minimisation efforts including restrictions on the landfill of biodegradable waste and the wider use of Extended Producer Responsibility (EPR) schemes. As such, it is expected that landfill will only be used once all other treatment options have been exhausted.
- 7.37. The environmental problems associated with finding suitable landfill sites, and the reducing need for disposal, mean that the availability of landfill for both hazardous and non-hazardous waste has been steadily reducing as existing sites are used up. There is one remaining non-hazardous landfill site within the Plan area at Daneshill, north of Retford, which has planning permission until 2042 but it is uncertain how long this will remain operational. There are also a number of closed sites that are being restored.
- 7.38. Sites for landfill disposal are therefore becoming more specialised as operators focus on existing facilities. As a result, waste is increasingly travelling over administrative boundaries to reach these facilities and make the best use of remaining capacity. Although the plan seeks to minimise the overall distance that waste is transported, the lack of suitable disposal sites within the Plan area may mean that residual hazardous and non-hazardous waste will be managed at the nearest available site but not necessarily within the Plan area.

- 7.39. As set out in Policy SP2 the Plan’s approach is to provide sufficient waste management capacity to manage the equivalent of our own needs, whilst recognising that it may not be possible to provide for every type of facility within the Plan area. The Councils will therefore maintain a close dialogue with other East Midlands and surrounding WPAs to ensure that waste can continue to be managed as sustainably as possible.
- 7.40. Although the scope to provide hazardous or non-hazardous disposal capacity within the Plan area is thought to be extremely limited, due to the underlying geology of the area, it is important that the Plan includes relevant policies to deal with such proposals should these come forward. Part (b) of Policy SP4 above will therefore apply to any proposals for new landfill sites for hazardous or non-hazardous waste including the extension of, or alterations to, existing, unrestored sites. As there is sufficient waste treatment capacity within the plan area to meet expected future needs, disposal is expected to be a last resort in accordance with the waste hierarchy.

This policy helps to meet the following objectives:

SO5 – Meeting our Future Needs

## SP5 – Climate Change

### What you told us at the Issues and Options Stage:

- There is no mention of Greenhouse gases and the predicted impacts of climate change are not included in the plan.
- The WLP needs to be sufficiently flexible to be able to support and deliver, innovative waste management solutions and infrastructure which will help achieve sustainable waste management and climate change commitments.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover the climate change, as such there are no comments to make.

## Introduction

- 7.41. The Government is committed to tackling the causes of climate change and reducing carbon emissions, striving for total emissions generated within the UK being equal to, or less than, the amount of emissions being removed or offset by 2050, also known as the 'net zero' target. Both Nottinghamshire County Council and Nottingham City Council are committed to achieving carbon neutrality in their activities and planning can play a key role in securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, whilst supporting the transition to a low carbon future. This is central to the economic, social and environmental dimensions of sustainable development.
- 7.42. All new development should therefore seek to reduce greenhouse gas emissions and avoid increased vulnerability to the impacts of climate change, including flooding, where practicable. Reducing the environmental impacts of transporting, treating and disposing of waste is a key priority in line with Strategic Objective 2.
- 7.43. The key impacts of climate change on waste across Nottinghamshire and Nottingham are likely to be the increased risk of flooding and storm damage. This could damage essential waste management infrastructure and is a significant pollution risk if a landfill or sewage works were to be overrun by flood water, highlighting the need to avoid inappropriate development in the floodplain. The impact of longer, hotter and drier spells could also cause odour, dust and noise problems during the storage and transportation of biodegradable wastes but these can be tackled through the use of sealed waste containers and enclosing operations within a building or limiting the length of time waste can be stored before treatment or disposal for example. The detailed impacts will be controlled through the detailed development management policies of the Plan set out in Chapter 8.
- 7.44. The key concern of the draft Waste Local Plan is to support the transition to a low carbon future in a changing climate, taking full account of flood risk whilst reducing greenhouse gases, minimising vulnerability, improving resilience, encouraging the reuse of existing resources and supporting renewable and low carbon energy.

### **SP5 – Climate Change**

**All new or extended waste management facilities should be located, designed and operated so as to minimise any potential impacts on climate change. They should make efficient use of natural resources, limit climate impacts by avoiding damage to air quality, water or soil and reduce the need**

**to transport waste, whilst supporting renewable and low carbon energy and associated infrastructure, through innovative design.**

**Proposals for all new or extended waste management facilities should be designed to ensure that they are resilient to the future impacts of climate change.**

## **Justification**

- 7.45. Nottinghamshire County Council and Nottingham City Council are committed to taking a sustainable approach to planning development that responds to the challenges of climate change and takes wider environmental considerations into account when making decisions about the location, nature and size of new waste development. County Council declared a Climate Emergency in 2021 and have made a commitment to achieving carbon neutrality in all its activities by 2030. Nottingham City Council are also committed to achieving carbon neutrality by 2028, as set out in their Carbon Neutral Charter.
- 7.46. The nature and scale of new waste development will influence the extent to which climate change resilience measures will be most effective and appropriate. Waste development can provide a number of opportunities to mitigate and adapt to the impacts of future climate change.
- 7.47. This could include:
- Enclosing waste facilities which would help to reduce noise, dust and odour and would also act as a temperature control measure.
  - Minimise water consumption (e.g. use of recycled water for waste management processes, harvesting of rainwater).
  - Designing facilities to include measures to deliver landscape enhancement and biodiversity gain. Such measures should contribute to the wider network of green infrastructure across the county (e.g. green roofs)
  - Utilising associated lower-carbon energy generation such as heat recovery and the recovery of energy from gas produced from the waste so activity is maximised.
  - Minimise greenhouse gas emissions, including through energy efficiency, design and orientation of buildings
  - Introducing the use of sustainable modes of transport, low emission vehicles, travel plans, which will contribute to lowering our carbon footprint
  - Utilising Sustainable Drainage Systems (SuDS), water efficiency and adaptive responses to the impacts of excess heat and drought.

This policy helps to meet the following objectives:

SO1 – Climate Change

## **SP6 – Minimising the movement of Waste**

### **What you told us at the Issues and Options Stage:**

- If the expected CDE waste stream within the Plan area is expected to remain stable, or moderately increase, over the timeframe of the plan, then transporting large volumes of waste outside the area could potentially be subjected to future impacts from any transport limitations on movement of waste.

### **Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover waste minimisation, as such there are no comments to make.

### **Introduction**

7.48. The principle of proximity for treatment of waste is a feature of the 2011 Waste Regulations as it seeks to avoid undue movements of waste. The proximity principle does not however require use of the closest facility to the exclusion of all other considerations. In some cases, it may make economic and environmental sense for waste to be managed at a facility in a neighbouring county, if this is closer or means that waste will be managed further up the waste hierarchy. It is not always viable to have facilities for every waste type in one area and some wastes, such as hazardous waste, are very specialised or are only produced in relatively small quantities. Our strategy is therefore to seek to minimise waste movements, encourage alternative movement to road-based transport where appropriate, and deal pragmatically with proposals which treat waste generated from outside Nottinghamshire.

### **SP6 - Minimising the movement of Waste**

**All waste management proposals should seek to minimise the distances waste needs to travel and maximise the use of rail, water, pipeline or conveyor.**

**All proposals should also seek to make the best use of the existing transport network ensuring that proposed facilities use the main highway network where appropriate.**

**Waste management proposals which are likely to treat or dispose of waste from areas outside Nottinghamshire and Nottingham will be permitted where they demonstrate that:**

- a) the facility makes a significant contribution to the movement of waste up the waste hierarchy, or**
- b) there are no facilities or potential sites in more sustainable locations in relation to the anticipated source of the identified waste stream, or**
- c) there are wider social, economic or environmental sustainability benefits that clearly support the proposal.**

## **Justification**

- 7.49. Minimising the distance waste must travel for appropriate treatment or disposal is a key objective of the Waste Local Plan and is one of the main reasons for focusing most new development in, or close to, our larger urban areas as outlined in Policy SP3. Most of our waste is currently transported by road but encouraging alternative forms of transport, such as water or rail, can help to reduce the environmental impact of waste management in terms of carbon emissions and road congestion as well as the impact on residential amenity in locations close to waste treatment facilities.
- 7.50. The River Trent, a major waterway running north-east through Nottinghamshire has the potential to provide freight movement by water and new rail freight terminals could, over the lifetime of the Local Plan, provide further opportunities for more sustainable forms of transporting waste over long distances. Over very short distances, usually within site boundaries, transport by pipeline or conveyor may also be an option.
- 7.51. Making use of alternative, more sustainable, forms of transport are likely to depend upon the size and type of site as well as the type of waste involved. Opportunities to move waste by rail or water are therefore most likely to arise in relation to larger development, but all waste management proposals should nevertheless look at ways of transporting waste more sustainably where possible. Large and medium scale facilities should be sited as close to source as practically possible.
- 7.52. It is likely that during the life of the Waste Local Plan that proposals will be made which take waste from a wider catchment area. We will therefore maintain a flexible approach and work with neighbouring authorities and applicants to understand the overall level and type of waste management

provision. We will also seek to ensure that the waste hierarchy is supported, the most sustainable outcome is sought, and that wider social, economic or environmental sustainability benefits are delivered through those facilities being located here in Nottinghamshire.

This policy helps to meet the following objectives:

SO1 – Climate Change, SO7- Sustainable Transport

## SP7 – Green Belt

### What you told us at the Issues and Options Stage:

- The NPPF guidance on ‘very special circumstances’ should be considered when assessing planning applications.
- If waste sites are developed, the impact they have on the Green Belt should be considered.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover sustainable transport, as such there are no comments to make.

## Introduction

- 7.53. There is one Green Belt within the plan area which forms an area of more than 43,000 ha and covers land around Nottingham City and the urban parts of Gedling, Broxtowe and Rushcliffe Boroughs. The Green Belt was principally designated to prevent coalescence of Nottingham and Derby. Green Belt is a policy which is allocated and reviewed as part of Local Plans made by the respective City, District and Borough Councils in whose area it applies.

## **SP7 - Green Belt**

**Proposals for waste management facilities and associated development made on land designated as Green Belt will only be approved where this maintains the openness of the Green Belt and the purposes of including land within it.**

**Proposals for waste management facilities considered to be inappropriate development in the Green Belt will only be approved where very special circumstances can be demonstrated.**

**Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.**

## **Justification**

7.54. The purposes of the Green Belt are:

- To check the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

7.55. Waste management proposals will need to demonstrate that the openness of the Green Belt is preserved, and the proposed development does not conflict with the purposes of including land within it.

7.56. As the Nottingham- Derby Green Belt wraps around the main urban area of Nottingham, there are several permitted waste management facilities that fall within the Green Belt.

7.57. Waste management facilities would generally be regarded as inappropriate development within the Green Belt and as such the Councils will look to ensure there are sufficient opportunities for waste management facilities outside the Green Belt. The NPPF states that inappropriate development should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

7.58. Given the level of provision of facilities for waste management facilities to meet future needs, as outlined in section 5 of this Plan, and the opportunity for waste management facilities to develop on land outside the Green Belt, it is unlikely that very special circumstances will arise during the Plan period.

7.59. Whilst new buildings are considered inappropriate in the Green Belt, some forms of development could be considered not to be inappropriate if they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it, including:

- The extension or alteration of a building, provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
  - not have a greater impact on the openness of the Green Belt than the existing development; or
  - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

7.60. Such exceptions could therefore apply to existing waste management facilities which fall within the Nottinghamshire- Derbyshire Green belt. In terms of waste management facilities, some disposal or disposal for recovery schemes may be considered engineering operations which would be considered not be inappropriate development.

This policy helps to meet the following objectives:

SO3 – The Environment

## SP8 – Safeguarding Waste management sites

### **What you told us at the Issues and Options Stage:**

- Facilities should be safeguarded from encroachment by other development, most particularly, housing. Waste sites are strategic assets and should be protected and offered sufficient flexibility in their operation such that they can continue to provide a vital service.

### **Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover the Green Belt, as such there are no comments to make.

## **Introduction**

- 7.61. Waste management sites are an essential part of our infrastructure and it is important that both appropriate existing facilities and suitable future sites are protected from other uses, such as housing, that might restrict existing operations or their ability to expand in future as they are sensitive to their operations. This could lead to the unnecessary loss of existing infrastructure and capacity to manage waste within the plan area.
- 7.62. Policy SP7 below therefore protects both existing and permitted waste management sites and the possibility of their future expansion, as well as facilities that could transport waste, such as rail and water facilities. There is no intention that this policy should be used to safeguard unauthorised or inappropriate facilities.

### **SP8 – Safeguarding Waste Management Sites**

**Nottinghamshire and Nottingham City will seek to avoid the loss of existing authorised waste management facilities, including potential extensions; sites which have an unimplemented planning permission; and facilities to transport waste, such as rail or water, having regard to the long term need for the facility and the wider benefits of any redevelopment proposal.**

**Development proposals for non-waste uses near existing or permitted waste management facilities will need to provide suitable mitigation to address significant adverse impacts and demonstrate that the waste management uses can operate without unreasonable restrictions being placed upon them.**

**Where proposals are within the Cordon Sanitaire of a wastewater treatment facility, the applicant will need to discuss the proposal with the water company which operates the site.**

## **Justification**

- 7.63. Non-waste development can be sensitive to the operations of waste facilities if they are within close proximity to each other. However, permitted and existing waste facilities should not have unreasonable restrictions placed upon them because of new development being permitted after they have been established. As per the NPPF and NPPW, it is for the applicant of the new development as the 'agent of change' to demonstrate that their proposed development will not affect the operations of waste facilities and provide suitable mitigation to address any identified significant adverse impacts which the proposed development may have on the existing waste operation. District and Borough Councils within Nottinghamshire and Nottingham are encouraged to consult Nottinghamshire County Council on applications that are near existing or permitted waste management facilities.
- 7.64. Where proposed non-waste development would have an unacceptable impact on a waste management facility, the Councils will oppose the proposal. Permission should not be granted unless there is an overriding local or national need for the development and the developer funds the relocation of the safeguarded facility. It is not the intention of Policy SP7 to unreasonably restrict non-waste development and, in most cases, by taking a more flexible approach it may be possible to accommodate non-waste development by making changes to the proposed layout of any housing or mixed-use scheme. Mitigations therefore could include using parking or landscaping areas to provide a buffer zone from any existing or potential waste facility.
- 7.65. What mitigations are suitable will depend on the non-waste development proposed as well as the type of waste facility and the nature of its operations. The specific nature and potential impacts of wastewater treatment facilities, for example, can be quite different to other waste treatment facilities. Water companies often establish a 'cordon sanitaire' policy which seeks to influence the type of development which might take place within a certain distance of a sewage works. The 'cordon sanitaire' is a site-specific limit ranging from 25 to 400 metres, which varies according to the type of processes carried out, the size of works, industrial effluents involved, land use around the site, any anticipated extensions and site topography. Where other, non-waste development proposals fall within

the 'cordon sanitaire,' the applicant should seek to discuss any proposals with the water company who operate the facility.

- 7.66. The Waste Local Plan Annual Monitoring Report contains a list of sites that have current planning permissions which should be referred to when applicants are putting non-waste development sites forward.
- 7.67. It should be noted that waste facilities will be subject to monitoring and conditions to limit adverse impacts, with all waste applications for new facilities required to satisfy the Development Management Policies within Chapter 8 of this Plan.

This policy helps to meet the following objectives:

SO5: Meet our future needs

## 8. Development Management Policies

### What you told us at the Issue and Options Stage:

- Overall, respondents were generally supportive of the suggested policy areas. Reference to odour, noise, climate, and local amenity should be included in the policies.
- A large part of the Plan area lies within an Airport Safeguarding Area, as such it was suggested that we refer to this and also the issue of bird strike.

### Issues and Options Sustainability Appraisal findings:

- The option of specific development management policies for specific topic areas was more sustainable than that of criteria-based development management policies for broad groupings of topic areas.

### Introduction

- 8.1. The purpose of development management policies is to help to deliver the strategic policies and objectives by providing the criteria against which future waste development will be assessed. They relate specifically to individual, site level criteria such as environmental impacts and standards and provide guidance about how planning applications for waste development in the Nottinghamshire and Nottingham will be assessed.
- 8.2. Applicants are advised to discuss proposals for waste development with the Nottinghamshire or Nottingham City prior to submission of a planning application, as set out in the relevant adopted Statement of Community Involvement (SCI). Such pre-application engagement can enable early identification of potential constraints and has the potential to improve the efficiency and effectiveness of the planning system. This approach is encouraged by the Government and more details are set out in the National Planning Policy Framework. Applications for waste development should provide sufficient information to allow a balanced assessment to be made. Add in reference to pre app services etc
- 8.3. It should be noted that whilst the impacts of waste development proposals on amenity and the environment will be considered when determining applications, the Councils will have to assume that control processes, particularly in relation to pollution, that are the function of other regulatory bodies will be effective. For example, it is the role of the Environmental Permit which is issued by the Environment Agency that ensures processes and standards are in place to prevent air and water pollution, thus protecting human health and the environment from any potential impacts from proposals. It is therefore also recommended that applicants seek advice from relevant regulatory bodies early on within the application process so

that any impacts and concerns can be addressed through the appropriate regulatory regimes.

- 8.4. Environmental Impact Assessment (EIA) is often required for major developments that are likely to have significant impacts on the environment. The EIA process is used to identify the likelihood of significant impacts occurring as a result of a development, how these could be mitigated, and alternative ways in which the development could be carried out. Where EIA is required, the findings of this process must be included in a separate Environmental Statement to be submitted alongside the planning application.
- 8.5. All waste planning applications that meet the appropriate thresholds and criteria set out in the EIA Regulations (2017) will therefore be screened to determine whether or not EIA is required. Applicants may also request a formal screening opinion from the Councils prior to submitting a planning application. Where EIA is required, applicants may also request a scoping opinion setting out the issues to be addressed within the Environmental Statement.

## **DM1- General Site Criteria**

### **What you told us at the Issues and Options stage:**

- Overall, there was a preference for specific site criteria. The issues of land remediation, size, proximity to receptors should be considered.
- Sites required for new sewerage assets, will need to meet a different needs to other Waste Management sites, whilst there are similarities in term of need to protect the environmental and the risk of nuisance from odour, traffic, lighting etc. as Sewerage assets also rely of topographical and hydrological features to identify appropriate sites, it should be clear that a separate process will be needed to identify the most suitable sites.
- Site specific allocations can provide some certainty but may prevent alternative more suitable sites coming forward over the plan period exacerbated if allocated sites become unavailable or prove unsuitable. On balance, assessing sites on their merits as they are brought forward by the industry, based upon the Broad Locations, should provide the greatest flexibility and allow the plan to deliver the facilities needed through the plan period
- Recycling facilities should be provided close to local communities, especially in rural areas, to reduce carbon emissions and encourage greater usage

### **Issues and Options Sustainability Appraisal findings:**

- It was found that including a general site criteria policy that identifies types of locations likely to be suitable for different types of waste facilities, to help

assess the suitability of waste management proposals, was more sustainable than not including a site criteria policy.

## Introduction

- 8.6. Policy SP3 establishes the broad principles/areas where waste management facilities are likely to be appropriate. However, not every type of waste management use will be appropriate in every location. Certain types of facilities have specific land-use requirements and/or more intensive impacts. Policy DM1 sets out a criteria-based approach to show the types of locations that are likely to be suitable for different types of waste management facility. This includes an indication/guide to the size and scale of development that is likely to be acceptable in different types of location.

### DM1 – General Site Criteria

**Waste management facilities will be supported in the following general locations, as shown in the matrix below, subject to there being no unacceptable environmental impacts:**



**Community sites** – locations where people already travel for local services e.g. local shopping centres, leisure centres, supermarkets, schools etc.



**Employment land** – areas which are already used, or are allocated, for employment related uses such as industrial estates, business parks or technology parks etc.



**Previously developed land/derelict land** – land that is no longer needed or has been abandoned. This includes land which has previously been used for some form of permanent, built, development that is no longer used but could also include former mineral workings or un-restored/poorly restored colliery land where there are no formal restoration requirements.



**Open countryside/agricultural land** – rural land, including farmland, which is not covered by any other environmental designation, especially where this enables the re-use of farm or forestry buildings.

**Green Belt** – land within the Green Belt where very special circumstances can be demonstrated.

This could include derelict or previously developed land or old mineral workings. All proposals will be subject to Green Belt policies.

- likely to be suitable for small medium or larger facilities

○ only likely to suitable for smaller facilities

			Previously developed land/derelict land		
<b>Combined Facilities</b>					
Resource recovery park		●	●		
<b>Recycling</b>					
Bring sites	○	○			
Household Waste Recycling Centre		●	●		
Materials Recovery Facility		●	●	○	
Aggregates		●			
Metal/End-of-life vehicles		●			
<b>Composting</b>					
Enclosed/In-vessel		●	●	○	
Open-air				●	●
<b>Energy Recovery</b>					
Anaerobic Digestion		●	●	○	○
Mechanical Biological Treatment		●	●		
Refuse Derived Fuel processing		●	●		
Incineration		●	●		
Gasification		●	●		
Pyrolysis		●	●		
<b>Waste Transfer</b>					
Transfer station		●	●	○	
<b>Waste Water Treatment</b>					
Waste Water Treatment		●	●	○	○
<b>Disposal</b>					
Landfill			●	●	●
Landraise			●	●	

## Justification

- 8.7. The NPPW states that waste planning authorities should consider a broad range of locations for waste management facilities including industrial sites and look for opportunities to co-locate waste management facilities together and/ or alongside complementary activities. Where possible, priority should be given to suitable previously developed land to promote reuse of these sites. As there are a wide range of different waste management technologies, and others may emerge in future, it is important to consider the characteristics/land use requirements and likely environmental impacts of the different types of waste management process and the intensity of the operation proposed. Most waste management uses/facilities are industrial in nature and can be enclosed in a building but there some operations which may need to be carried out in the open air such as composting, wastewater treatment and some crushing and screening operations.
- 8.8. For waste management facilities that require a building, or are likely to involve significant vehicle movements, the emphasis is on areas that are already used, or are allocated, for employment such as industrial estates or logistics (warehousing and distribution) parks. Operations that need to be carried out in the open air should be located well away from uses which are sensitive to noise and dust.

### *Combined facilities – resource recovery parks*

- 8.9. Some types of waste management facility can benefit from being located close together as this can minimise the distance waste is transported and increase opportunities for materials to be recovered and re-used. This includes recycling and waste transfer operations but could also include other non-waste uses that make use of the recycled products or materials. In some cases, there may be scope for energy recovery facilities to provide heat and/or power to other local premises. This could include anaerobic digestion schemes, incineration, gasification, pyrolysis or other emerging technologies. These schemes are often referred to as Resource Recovery Parks, or Energy Parks, where there is a strong emphasis on renewable and low carbon technologies. As these types of developments are likely to be more strategic in nature, they will benefit from good access to the strategic road network and potential rail or water links where these are physically and economically viable.

### *Recycling and waste transfer facilities*

- 8.10. Larger materials recycling/recovery and waste transfer facilities usually need a large warehouse type building within which to carry out the sorting and separation of materials and to store the resulting bales of paper, plastic etc. for collection. They will need good road access but the potential to use

alternatives such as rail or water transport should be considered where practical. These types of facilities are therefore well suited to industrial estates and business parks, especially alongside other storage and distribution type uses. Household Waste Recycling Centres would also be appropriate, as these need to be accessible by both car and HGV. However, these also need to be close to the main residential areas they are intended to serve.

- 8.11. Smaller, community scale facilities such as bring sites (bottle banks) should be located within easy walking distance of residents or at sites that people are already likely to visit such as shopping centres, supermarkets, leisure centres, village halls etc. Where community run facilities such as small scale, local, recycling or composting schemes are proposed, these should look to re-use existing buildings or previously developed land wherever possible.
- 8.12. Other types of recycling that are carried out in the open air, such as scrap yards and aggregates recycling will need to be located well away from uses which are sensitive to noise and dust. They will also need areas for stockpiles and storage and are best suited to general industrial areas alongside other heavy processing and manufacturing type uses. Where possible, these types of operations should be enclosed within a building to minimise any environmental impacts, but this may not always be feasible<sup>viii</sup>. Temporary aggregates recycling facilities may be appropriate at quarries or landfill sites where this can encourage greater re-use and recycling and they are linked to the life of that facility<sup>ix</sup>.

### *Composting*

- 8.13. Composting is generally suited to rural locations although special care would need to be taken where this involves a building, or permanent processing plant, in order not to introduce an industrial process into a rural area. Open air schemes will need to be a minimum distance away from uses that are sensitive to possible bio-aerosols. In-vessel or enclosed schemes are more likely to require a building and should therefore be located within or close to existing farm development. Where such schemes would involve significant vehicle movements they should be located within industrial areas.

### *Anaerobic digestion*

- 8.14. The process of anaerobic digestion takes place within sealed tanks or silos. Large scale plants would again therefore be suited to general industrial areas. However, smaller plants may also be suitable in agricultural areas as they are similar to the types of storage tanks and silos found on farms. This would however depend on the scale and design of the plant and whether it can be accommodated alongside or within existing buildings for example. As anaerobic digestion is also used for sewage treatment, it may also be suitable within or alongside wastewater and sewage treatment plants.

### *Energy recovery facilities*

- 8.15. Larger energy recovery plants (including incineration, gasification, pyrolysis, and possibly anaerobic digestion) will require a large industrial type building with a tall stack or chimney and, in some cases, may have visible plant or pipe-work on the outside. These are therefore best located near other industrial uses of a similar scale and bulk with good road and/or rail or water access for transport. They should also be close to other uses that can make use of the heat and electricity generated or close to a suitable connection to the national grid. Smaller scale energy recovery facilities could be incorporated as part of residential, or mixed-use schemes, where these can serve the wider development. Mechanical biological treatment plants combine several different waste treatment processes and are therefore likely to require a single large building or a cluster of smaller buildings on one site. These would again therefore be suited to industrial estates and areas allocated for employment use.

### *Wastewater treatment*

- 8.16. Wastewater and sewage treatment facilities can vary from large scale plants serving major urban areas to small rural plants serving a single village. They do not generate significant vehicle movements and their main impacts are likely to be visual and odorous as parts of the biological treatment process need to take place in the open air. For this reason, sites should be located away from housing and should be designed to minimise their impact on the surrounding landscape. However, the choice of sites will be limited by operational requirements such as local topography, pumping distances, and the need to discharge treated water into a suitable watercourse.

### *Disposal facilities*

- 8.17. Landfill sites are classified into three different types based on the types of waste which they can accept – hazardous, non-hazardous, or inert (see Glossary). Both hazardous and non-hazardous landfill sites have the potential to produce harmful gases, leachate and odour and must be engineered and operated to ensure that the waste is safely contained whilst it decomposes. Hazardous and non-hazardous landfill sites must therefore be located in areas which are geologically suitable and well away from housing or other sensitive uses, aquifers, and watercourses. Inert landfill sites are less likely to cause environmental problems but there could still be local impacts relating to traffic, noise, mud, and dust.
- 8.18. The choice of possible locations to dispose of residual waste by either by landfill or land-raise is increasingly limited. Disposal can provide a way to restore worked out quarries or colliery tips, but this depends on the type of waste to be disposed of and the local geology and ground conditions. Waste disposal operations are only suitable in a very limited range of locations. As far as possible these need to be sited away from sensitive uses such as

housing but should also be within reasonable reach of our main urban areas in order to minimise the distance waste has to travel for disposal.

- 8.19. Landfill within the Green Belt may be acceptable if very special circumstances can be demonstrated. This could include the restoration of former mineral workings. Land-raise schemes may be appropriate on derelict land where this would provide the best means of reclamation and could be considered on Greenfield sites if there are no other options. However, land-raise schemes are unlikely acceptable within the Green Belt because of the visual impact on the otherwise open character of the landscape.
- 8.20. In some circumstances, it may be beneficial to re-work old landfill sites in order to recover materials that were previously thrown away but are now seen a valuable resource. This could include metal and plastics for example. This process is known as 'landfill mining' and, although it is a form of materials recovery, the environmental impacts will essentially be the same as for landfill or land-raise.
- 8.21. The criteria-based approach in Policy DM1 sets out what type of development is likely to be acceptable in which locations. Policy DM1 applies to facilities for all types of waste, including those treating or disposing of hazardous waste, unless specified otherwise within the policy text. Where other circumstances arise that the Waste Local Plan could not foresee, proposals will be determined on their merits and in accordance with current national policy

## DM2 – Health, Wellbeing and Amenity

### What you told us at the Issues and Options stage:

- As a result of the concentration of the population, access to open space adjacent to the larger conurbation plays an important role in the health and wellbeing of local people and waste disposal in those areas should be avoided wherever possible.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover health, wellbeing and amenity, as such there are no comments to make.

## Introduction

- 8.22. Maintaining and, where possible, enhancing the quality of our environment, whilst providing a suitable network of appropriate waste management facilities is at the heart of waste planning. The Waste Local Plan has an important role to play in getting this balance right. All proposals will also

need to be in accordance with relevant local planning policies set out within Nottinghamshire's Borough Council's Local Plans.

#### **DM2 – Health, Wellbeing and Amenity**

**Proposals for new waste management facilities will be supported where it can be demonstrated that any adverse impacts on health, wellbeing and amenity arising from the construction, operation and, where relevant, restoration phase are avoided or adequately mitigated to an acceptable level, including any associated transport impacts. The types of impacts that need to be considered include, but are not restricted to:**

- **Protection of water quality and resources and flood risk management**
- **Landscape and Visual impacts**
- **Nature and heritage conservation**
- **High quality agricultural land and soil**
- **Noise, lighting and vibrations**
- **Local water environment**
- **Dust**
- **Mud**
- **Air emissions**
- **Traffic and access**
- **Odours and litter**
- **Vermin and birds**
- **Stability of the land at and around the site, both above and below ground level**
- **Loss of designated open/green space**
- **Potential land use conflict**

#### **Justification**

- 8.23. All waste related development should take account of its surroundings and be located, designed, and operated to minimise any potentially harmful impacts, especially to air, water and soil. Consideration will also be given to whether proposals are likely to result in an unacceptable cumulative impact (see Policy DM10 – Cumulative Impacts of Development) in combination with other existing or proposed development. Development should be

located away from areas of important landscape, heritage and nature conservation value, flood-risk and unstable land. Where such locations are unavoidable, appropriate mitigation will be required. Facilities should be designed to fit in with their surrounding landscape or townscape and built and operated to the highest standards to minimise possible impacts such as noise, dust, mud, vibration, litter, odour, traffic nuisance and light pollution in order to protect local amenity. In the case of hazardous or non-hazardous landfill disposal, this will include the need to incorporate best practice measures for leachate management and landfill gas capture and recovery.

- 8.24. Disruption to recognised green infrastructure and biodiversity assets should be avoided and all waste development proposals should make the most of opportunities to enhance green infrastructure, the local environment and biodiversity either through restoration or as part of the development itself. This will include consideration of impacts upon biodiversity and geodiversity, natural heritage assets including habitats and species listed in the UK and Nottinghamshire Biodiversity Action Plans, natural resources including air, water and soil, and green infrastructure. Opportunities for environmental enhancement should also be informed by Local Landscape Character Assessments.
- 8.25. Enhancement proposals could include, the provision of additional public open space or rights of way, the creation and/or enhancement of wildlife and biodiversity areas, landscape improvements, and the provision of community education or recreation facilities.
- 8.26. Sites of international importance are specifically protected under national legislation and any proposal that would be likely to have a significant effect on a protected site, either alone or in combination with other plans or projects, would not be in accordance with the development plan.
- 8.27. Ensuring a good standard of health, wellbeing and amenity for all existing and future occupants of land and buildings is a core planning principle of the National Planning Policy Framework. New and existing development should not contribute to, or be put at risk from, pollution or other sources of nuisance or intrusion which could adversely affect health, wellbeing and local amenity, particularly in relation to sensitive receptors.
- 8.28. The precise level of impacts will vary according to local conditions and the type, scale, and intensity of development proposed. Factors to be considered will therefore include the local topography, the position of the proposed development in relation to other uses and the degree to which any adverse effects can be mitigated. Depending upon the proximity and

sensitivity of surrounding land uses an appropriate stand-off distance may be required between the proposed waste management facility and nearby residential or other sensitive uses. This will be determined on a case-by-case basis taking account of any proposed mitigation measures.

- 8.29. Many forms of waste management facilities are likely to require an Environmental Impact Assessment (EIA) to examine the likely significant environmental effects what is being proposed. EIA is undertaken by developers as a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects of certain types of waste proposal.
- 8.30. Where there is a possibility that a proposed waste management facility will require an EIA, developers are advised to consult the Councils well in advance of a planning application, and formally request an opinion on whether an EIA is required and, if so, its scope.
- 8.31. Where appropriate, avoidance or mitigation measures required to make a waste management facility acceptable as a result of this policy will be secured through planning conditions attached to the planning permission. Where measures cannot be secured in this way, planning obligations (also known as Section 106 Agreements) may be used to make the development acceptable in planning terms. See Policy DM9 - Planning Obligations for further details.

This policy helps to meet the following objectives:

Strategic Objective 1 – Climate Change, Strategic Objective 3 – The Environment, Strategic Objective 4 – Community, Health and Wellbeing, Strategic Objective 6 – High Quality Design and Operation, Strategic Objective 7 – Sustainable Transport

### **DM3 – Design of New and Extended Waste Management Facilities**

**What you told us at the Issues and Options stage:**

- All new and extended waste management facilities should be designed with the regards to the Historic environment and flood prevention
- An important factor in the design of facilities will be their sustainability.

**Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover design, as such there are no comments to make.

## Introduction

- 8.32. Waste management facilities have often been seen as having a negative impact on their local area because of fears that sites might be untidy or unpleasant. Whilst this might have been true of some older sites, modern sites can be well designed, operated and better regulated. Enclosing the majority of operations within a building means that most of the problems associated with older sites can be overcome. Promoting high quality design of waste facilities can also help to promote and reinforce the importance of waste as a resource. For example, many of the waste treatment facilities operating today take materials such as clean, pre-sorted glass, paper, card, plastic and metal. The best examples of these can sit comfortably alongside even high-tech industrial business parks.

### **DM3 – Design of New and Extended Waste Management Facilities**

**Planning permission for new waste facilities or the extension of existing facilities will be granted where it can be demonstrated that the development follows relevant best practice. All proposals for new or extended waste facilities should demonstrate that the development is of a scale, form and character appropriate to its location.**

**Future waste management facilities should be designed to include features, which, in both the construction and operation phases:**

- **Maximise landscape enhancements and biodiversity net gain, and other measures to contribute to green infrastructure enhancement**
- **Maximise efficient use of water and use sustainable surface water drainage techniques**
- **Minimise greenhouse gas emissions, including through energy efficiency and green building construction techniques**
- **Ensure resilience and enable adaptation to climate change**

## Justification

- 8.33. Policy DM1 sets out detailed criteria for the locations of different types of waste management facilities. Policy DM3 seeks to ensure that all new and extended waste facilities help to promote an innovative and sustainable waste management industry and improve the understanding and acceptance of essential waste management infrastructure. The design, layout and construction of waste management facilities should be as sustainable of

possible, including the re-use of materials, efficient use of water and energy and the use of sustainable urban drainage schemes where appropriate.

This policy helps to meet the following objectives:

Strategic Objective 1 – Climate Change, Strategic Objective 2 – The Economy, Strategic Objective 3 – The Environment, Strategic Objective 4 – Community, Health and Wellbeing, Strategic Objective 6 – High Quality Design and Operation

## DM4 – Landscape Protection

### What you told us at the Issues and Options stage:

- Development management policies should cover visual impact on local and wider landscape, landscape character and on nationally protected landscapes

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover landscape protection, as such there are no comments to make.

## Introduction

8.34. The countryside and its landscape features are valued for many different reasons, not all of them related to traditional concepts of aesthetics and beauty. It can provide habitats for wildlife and evidence of how people have lived on the land and harnessed its resources. Landscape has a social and recreational community value, as an important part of people's day-to-day lives. It has an economic value, providing the context for economic activity and often being a central factor in attracting business and tourism.

## DM4 – Landscape Protection

**Proposals for waste development will be supported where it can be demonstrated that it will not adversely impact on the character and distinctiveness of the landscape.**

**Proposals should be designed to be the appropriate scale, form and mass with the layout, orientation and use of materials considered so they are sympathetic to and compatible with the landscape character.**

**Development that would have an unacceptable impact on the landscape will only be permitted where there is no available alternative and the need for development outweighs the landscape interest. In such cases appropriate mitigation measures will be required.**

**Landscaping, planting and restoration proposals should take account of the relevant landscape character policy area as set out in the Landscape Character Assessments covering Nottinghamshire and Nottingham.**

## **Justification**

- 8.35. Waste facilities have the potential to change and impact upon the landscape. National Planning Guidance states that valued landscapes should be protected and enhanced. The guidance allows for the inclusion of criteria-based policies in Local Plans against which proposals for any development on or affecting landscapes will be judged. It also allows for policies that set out necessary mitigation measures, such as appropriate design principles and visual screening, where necessary. This is covered by Policy DM2: Design and Landscaping.
- 8.36. Landscapes form an important part of the character of Nottinghamshire and Nottingham and have evolved from a complex mix of natural and man-made influences such as geology, soil, climate and land use. This has given rise to a variety of landscapes that continue to change over time. All landscapes hold value, and some have more potential to be improved and restored than others.
- 8.37. In order to manage changes to landscape character, three Landscape Character Assessments (LCA) were published in 2009 (Bassetlaw, Newark and Sherwood and Greater Nottingham including Ashfield and Mansfield) which cover the whole Plan Area and draw on the National Character Areas.
- 8.38. The LCAs identify specific features of the different Landscape Character Areas and this information can be used to give special protection to important landscape features or to identify suitable mitigation measures, such as tree planting to provide screening, when loss is unavoidable. It is also valuable in the design of restoration schemes for disposal sites.
- 8.39. The LCAs should be used to help develop waste development proposals and inform the Local Landscape and Visual Impact Assessment required for all waste proposals where appropriate to ensure the existing landscape and visual impacts on the surrounding areas has been considered.

This policy helps to meet the following objectives:

SO3 – The Environment, SO4 – Community, Health and Wellbeing

## DM5 – Protecting and Enhancing Biodiversity

### What you told us at the Issues and Options stage:

- The plan should include development management policies that recognise the importance of international, national and local designated wildlife sites
- Local wildlife sites were identified as particularly important to protect due to the lack of SSSI sites found within the plan area
- Any policy should protect habitats and species as well as ecological networks
- Where waste sites require restoration, this should be used as an opportunity to re-create habitats such as heathland
- The plan should consider the Biodiversity Opportunity Mapping available for Nottinghamshire

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

The Issues and Options SA did not explicitly cover biodiversity, as such there are no comments to make.

## Introduction

8.40. The natural environment is a key element of sustainable development, with biodiversity and geodiversity essential to ecosystems which animals and humans depend upon to survive. The benefits associated with biodiversity and geodiversity are wide ranging, from providing natural flood protection to helping improve our physical and mental health. It is therefore important to ensure it is protected and, where possible enhanced.

8.41. Waste management facilities have the potential to have negative effects, directly and indirectly as well as cumulatively with other proposed developments, on biodiversity and geodiversity during their construction, operation and, where relevant, demolition and restoration. For example, HGV movements associated with a facility can release nitrous oxide which could have indirect effects on biodiversity. It is therefore important to ensure new waste management facilities are managed appropriately so that waste operations can be carried out without harming the environment as directed

by Article 13 of the Waste Framework Directive, fulfilling the Vision and Strategic Objective Four

## **DM5 – Protecting and Enhancing Biodiversity**

- 1. Proposals for waste development will be supported where it can be demonstrated that:**
  - a) They will not adversely affect the integrity of an European site (either alone or in combination with other plans or projects, including as a result of changes to air or water quality, hydrology, noise, light and dust), unless there are no alternative solutions, imperative reasons of overriding public interest and necessary compensatory measures can be secured in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017, Regulations 2017, as amended;**
  - b) They are not likely to give rise to an adverse effect on a Site of Special Scientific Interest, except where the need for and benefits of the development clearly outweigh the importance of the site and where no suitable alternative exists;**
  - c) They are not likely to give rise to the loss or deterioration of Local Sites (Local Wildlife Sites or Local Geological Sites) except where the need for and benefits of the development in that location outweigh the impacts;**
  - d) They would not result in the loss of populations of a priority species or areas of priority habitat except where the need for and benefits of the development in that location outweigh the impacts.**
  - e) Development that would result in the loss or deterioration of irreplaceable habitats will only be permitted where there are wholly exceptional reasons and a suitable compensation strategy exists.**
- 2. Where impacts on designated sites or priority habitats or species cannot be avoided, then:**
  - a) In the case of European sites, mitigation must be secured which will ensure that there would be no adverse effect on the integrity of the site(s). Where mitigation is not possible and the applicant relies upon imperative reasons of overriding public interest, the Councils will need to be satisfied that any necessary compensatory measures can be secured.**
  - b) In all other cases, adequate mitigation relative to the scale of the impact and the importance of the resource must be put in place, with compensation measures secured as a last resort.**
- 3. Proposals should enhance biodiversity and geological resources by ensuring that waste development:**
  - a) Retains, protects, restores and enhances features of biodiversity or geological interest, and provides for appropriate management of these features, and in doing so contributes to targets within the**

**Nottinghamshire Local Biodiversity Action Plan and provides net gains for biodiversity;**

- b) Makes provision for habitat adaptation and species migration, allowing species to respond to the impacts of climate change; and Maintains and enhances ecological networks, both within the County and beyond, through the protection and creation, where appropriate, of priority habitats and corridors, and linkages and steppingstones between such areas**

## **Justification**

- 8.42. Within Nottinghamshire and Nottingham, there is an extensive network of designated and non-designated sites which are important for their biodiversity and geological interests. These range from international designated sites, also known as European or Natura 2000 sites, to local sites. Together these create an ecological network of habitats and green infrastructure which is unique to the Plan Area.

### *International Sites*

- 8.43. International sites, or European or Natura 2000 sites as they are also known, are sites designated under the Conservation of Habitats and Species Regulations 2017, as amended (known as the Habitats regulation), and protect a range of species and habitats. Designations include Special Protection Areas (SPA), Special Areas of Conservation (SACs), with the same level of protection given to potential SPAs, possible SACs, all of which are found within Nottingham and Nottinghamshire.
- 8.44. The plan area currently has one designated international site; the Birklands and Bilhaugh SAC. There is also the 'possible potential' Special Protection Area (ppSPA) at Sherwood Forest, both sites are shown on Plan 1.
- 8.45. In relation to the ppSPA, until the site becomes designated, the Councils will adopt a risk-based approach as advised by Natural England and assess any applications in accordance with the requirements of the Habitats Regulations.

### *National Sites*

- 8.46. Sites which are the finest examples of wildlife and natural features in England are designated as Sites of Special Scientific Interest (SSSI) of which a subset are further designated as National Nature Reserves (NNRs). Local authorities can also establish Local Nature Reserves (LNRs) providing that the relevant statutory nature conservation agency approves. There are 67 SSSI sites, 1 NNR and 67 LNR's in the plan area.

### *Local Sites*

- 8.47. Local Wildlife Sites (LWS), previously called Sites of Importance for Nature Conservation (SINCs), and Local Geological Sites (LGS) are local, non-statutory designated sites which contain flora and/or fauna that is of importance at the local (County and City) level. These sites provide wildlife corridors between local, national and international sites and so help form an ecological network. There are over 1,400 LWS and 130 LGS in the plan area which are recorded by the Nottinghamshire Biological and Geological Records Centre.

### *Habitats and Species of Principal Importance*

- 8.48. There are other habitats of conservation importance that fall outside of the above designated sites which are identified as Habitats of Principal Importance for Conservation in England. These are designated under Section 41 of the Natural Environment and Rural Communities Act 2006 and regarded as conservation priorities in the UK Post 2010 Biodiversity Framework.
- 8.49. Similarly, many species in Nottinghamshire that do not receive legal protection are identified as Species of Principal Importance for Conservation in England. Both were formerly known as UK Biodiversity Action Plan (UKBAP) priority habitats or species and are also listed in the Nottinghamshire Local Biodiversity Action Plan. They have high nature conservation value, contributing to the county's biodiversity and its ecological networks.

### *Protecting sites*

- 8.50. Waste development proposals can impact the biodiversity and geodiversity found within the above sites and habitats. These include direct and indirect impacts as well as cumulative impacts if other development is also occurring nearby. Further consideration is given to cumulative impacts in Policy DM10.
- 8.51. National policy is clear that distinctions should be made between the hierarchy of international, national and locally designated sites so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.
- 8.52. For International Sites, including the ppSPA, any proposal that would be likely to have a significant effect, either alone or in combination with other plans or projects, would need to be supported by a Habitats Regulations Assessment to ensure any such effects can be mitigated. If the proposed development site hosts a priority habitat or species, and there is no suitable

alternative solution or location for the development, permission will only be granted where the proposal relates to human health, public safety, provides beneficial consequences of primary importance to the environment or there are other imperative reasons of overriding public interest and where necessary compensatory measures can be secured.

- 8.53. For proposals that are likely to have an adverse effect on SSSI sites, either alone or in combination with other plans or projects, these will need to demonstrate the benefits of the development in the proposed location clearly outweighs the likely impact on the features that give the site its SSSI status and also outweigh any broader impacts on the national network of sites.
- 8.54. For proposals which give rise to the loss or deterioration of Local sites, proposals will need to demonstrate the need for and benefits of the development in that location outweigh any potential impacts.
- 8.55. Proposed development sites which impact on Habitats and Species of Principal Importance, regardless of the habitats existing condition, will need to demonstrate there are wholly exceptional reasons. Where such reasons are ascertained, a suitable compensation strategy will be required.
- 8.56. To enable the Councils to determine a planning application, sufficient information is required and applicants will be expected to undertake an assessment of the potential effects of their development proposals on areas of biodiversity and/or geological interest that is appropriate to the scale and nature of the proposed development. Assessments should include an appropriate ecological survey and set out clearly the options proposed for avoiding, mitigating or compensating any adverse impact, working through the mitigation hierarchy as set out in paragraph 175a of the NPPF. Early engagement with the Councils and key stakeholders is recommended so the scope and detail required within any assessment can be determined.

#### *Enhancing Biodiversity and Geodiversity*

- 8.57. Waste facilities can also enhance biodiversity, particularly disposal sites which require restoration. As outlined in the NPPW and in Policy DM5, such sites should be restored at the earliest opportunity and to high environmental standards.
- 8.58. Where the opportunities for enhancement exist, such opportunities should be maximised, with biodiversity net gain achieved where possible as required by the NPPF (2019). Any enhancements should be in line with national and local targets and ensure habitats do not become fragmented and can adapt to the impacts of climate change. The Biodiversity Opportunity Mapping

completed for a large part of Nottinghamshire should be used to help inform such proposals.

- 8.59. It should be noted that the draft Environmental Bill intends to make a minimum of 10% biodiversity net gain mandatory for all developments, delivered through habitat creation or enhancement, either on-site or off-site or through biodiversity credits, which will need to be secured for at least 30 years.
- 8.60. The Biodiversity Metric tool will be used to calculate whether a scheme is achieving a biodiversity net gain. This calculates the existing biodiversity units of the proposed development site (the baseline/pre-intervention units) and the post-intervention biodiversity units following the developments completion by considering the habitats area/size, the quality of the habitat (its distinctiveness and strategic significance) and its condition. By deducting the pre-intervention units from the post-intervention units the net change can be calculated to understand whether a 10% gain is being achieved.
- 8.61. It is intended that the Biodiversity metric tool is used to inform decisions where compensation for habitat loss is justified and therefore achieving net gain does not override the need to protect designated sites, protected or priority species and irreplaceable or priority habitats. It is also not intended for the tool to override ecological advice.
- 8.62. The latest version of the Biodiversity Metric Tool is 3.0 which was published in July 2021 along with a Small Sites Metric, further information on these metrics is available on Natural England's website.
- 8.63. It is expected that the Environment Bill will become law in Autumn 2023, the Councils therefore will continue to update and amend future iterations of the Waste Local Plan as further information and detail become available.

This policy helps to meet the following objectives:

SO3- The environment, SO4 – Community, Health and Wellbeing

## DM6 – Historic Environment

### What you told us at the Issues and Options stage:

- Historic England's 2019 Heritage Counts report focuses on reuse and recycling buildings to reduce carbon and highlights alternative opportunities

to demolition of existing fabric and new build which produces C, D and E waste.

**Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover the historic environment, as such there are no comments to make.

## Introduction

- 8.64. The Historic environment is important to conserve as not only is it irreplaceable and helps us understand and interpret our past, but it also brings a wide range of social, cultural, economic and environmental benefits. Conserving, and where possible enhancing, the historic environment and historic assets is therefore a key part of achieving sustainable development and it is important to ensure they can be enjoyed by current and future generations.

### **DM6 – Historic Environment**

- 1. Proposals for waste development will be supported where it can be demonstrated that there will not be any harm to the significance of a designated, or non-designated heritage asset of archaeological interest equivalent to a scheduled monument, and/or its setting.**
- 2. Proposals likely to cause harm to a designated or non-designated heritage asset, as above, will only be permitted where it can be demonstrated that there are public benefits which outweigh the level of harm or loss, relative to the importance of the heritage asset affected.**
- 3. Proposals that would directly or indirectly affect non-designated heritage assets will be assessed according to the scale of any harm or loss and the significance of the heritage asset.**
- 4. Proposals for waste development on a site of archaeological importance must ensure that satisfactory mitigation measures are incorporated, including the preservation in situ or the excavation and recording of any affected archaeological remains.**
- 5. Where relevant, the enhancement of the historic environment, including individual heritage assets or historic landscapes, will be encouraged.**

## Justification

- 8.65. Within Nottinghamshire and Nottingham there are thousands of designated (listed buildings, scheduled monuments, registered parks and gardens, conservation areas and a battlefield) and non-designated historic assets,

including archaeological sites and features as well as buildings and sites on local lists of heritage assets, that together contribute to the Plan area's unique local identity and sense of character.

- 8.66. Waste development proposals can potentially impact, directly or indirectly, heritage assets and their settings. Impacts can range from the direct loss to affecting the asset and its setting. Whilst visual impacts are often the most obvious effect on an asset's setting, new development can also change how we experience the historic environment through noise, smell, dust and vibrations, especially if there are multiple developments occurring within the vicinity at the same time. Cumulative impacts are therefore also important to consider as detailed in Policy DM10.
- 8.67. As detailed within the NPPF, heritage assets should be conserved in a manner appropriate to their significance. The significance is the value of the asset (both its physical presence and setting) to this and future generations because of its heritage interest, which can be archaeological, architectural, artistic or historic. To be able to understand potential impacts of proposed development on historic assets and its setting, its significance then must firstly be understood.

#### **Designated historic assets**

- 8.68. For designated assets, when considering the potential impacts of proposed development on the significance of the asset, great weight should be given to the asset's conservation; the more important the asset, the greater the weight should be.
- 8.69. If it is identified that a waste development proposal has the potential to harm a designated asset and its setting, this harm will be categorised as either substantial harm, which includes total loss of the asset, or less than substantial harm. As it is the degree of harm on the asset's significance rather than the scale of development that determines the level of harm, even minor works can be classified as substantial harm.
- 8.70. For any harm to a designated heritage asset, clear and convincing justification for the waste development will be needed. Substantial harm to or loss of:
- grade II listed buildings, or grade II registered parks or gardens, should be exceptional.
  - assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade

I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional

- 8.71. The NPPF states that permission should be refused unless it can be demonstrated that substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- The nature of the heritage asset prevents all reasonable use of the site; and
  - No viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and
  - Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
  - The harm or loss is outweighed by the benefit of bringing the site back into use.
- 8.72. If the level of harm is less than substantial harm to the historic asset significance, then the harm should be weighed against the public benefits of the proposal, including, where appropriate, securing the assets optimum viable use.
- 8.73. Public benefits can be anything that delivers social, economic or environmental objectives as described in paragraph 8 of the NPPF.

#### **Non-designated historic assets**

- 8.74. If proposals have impacts on non-designated assets, the scale of any harm or loss and the significance of the heritage asset will need to be considered within the planning balance. Non-designated heritage assets of archaeological interest equivalent to scheduled monuments will be subject to the same test as designated heritage assets.

#### **Recording of historic interest**

- 8.75. Where proposals would result in the total or part loss of a heritage asset, applicants for waste proposals will be required to record and advance understanding of the significance of the heritage asset in a manner appropriate to its importance, with this made available to the public. For archaeological sites, where remains cannot be preserved in situ, remains will need to be excavated and appropriately recorded.

#### **Assessing impacts on the historic environment**

- 8.76. To enable the Councils to make informed assessments and decisions on applications that may impact on the historic environment, adequate information is required from applicants. This includes the applicant detailing the significance of the heritage asset affected, with the historic environment record consulted as a minimum. The level of detail within any assessment, where one is required, should be proportionate to the importance of the heritage asset, the size of the development and the level of its impact on the heritage asset including its setting.
- 8.77. Where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest then a desk-based assessment will be required followed by a field evaluation where appropriate.
- 8.78. It is strongly advised that assessments, including Heritage Statements and Archaeological Evaluations, are compiled by a professional consultant or contractor to ensure that an appropriate statement is submitted.
- 8.79. Within any assessment the applicant should also demonstrate how consideration of the asset and setting has influenced the development of the proposal to minimise and mitigate any identified impacts. Through good design and consideration of the local historic environment, proposals can seek to minimise any harm and should where possible, enhance the historic environment. Early consultation with the Council and heritage officers is recommended to help inform proposals and so demonstrate the historic asset has been considered through the design of the waste facility.

This policy helps to meet the following objectives:

SO3- The Environment, SO4 – Community, Health and Wellbeing

## DM7 – Flood Risk and Water Resources

### What you told us at the Issues and Options stage:

- Support was given to including flood risk and water resources as a topic that should be addressed by the Development Management Policies
- As waste facilities can pose a higher risk of causing contamination to water resources, it is important to ensure both ground water and surface water resources are adequately protected

- Surface water runoff will need to be managed appropriately to protect the sewage system capacity
- Reducing water consumption should be covered due to the poor status of the Idle and Tore Permo-Triassic aquifer, with rainwater and grey water harvested where possible

**Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

The Issues and Options SA did not explicitly cover the flood risk and water resources, as such there are no comments to make.

**Introduction**

8.80. Water is essential for both humans and wildlife and waste facilities have the potential to contaminate water resources if appropriate mitigations are not in place. It is therefore important to protect both ground and surface water resources. For example, leachate from a disposal site could potentially contaminate aquifers or run off from sites, particularly if the site is flooded. may contain contaminants which then enter surface water resources, such as rivers, canals and lakes.

8.81. It is therefore important that waste facilities are designed, managed and located in suitable areas to ensure they have no adverse impacts on the quality, quantity and flow of surface and groundwater.

**DM7 - Water resources and Flood Risk**

***Water Resources***

**Proposals for waste management facilities will be supported where it can be demonstrated that there will be no unacceptable impacts on the quantity and quality of water resources, including groundwater and surface water, taking account of Source Protection Zones, the status of surface watercourses and waterbodies and groundwater bodies. Where possible, proposals should include measures to enhance water quality.**

**For landfill and landraising schemes, proposals will need to demonstrate the ground / geological conditions are suitable.**

***Flood Risk***

**Proposals for waste management facilities will be supported where it can be demonstrated there will be no unacceptable impact on the integrity and**

**function of floodplains and there is no increased risk of flooding on the site or elsewhere.**

**Proposals which are within an area with a known risk of flooding, including potential risk in the future, will need to demonstrate the Sequential Test has been applied and a Flood Risk Assessment and Exception Test undertaken where required.**

**Proposals should also, where appropriate, include Sustainable Drainage Systems (SuDs) to manage surface water run-off.**

## **Justification**

### **Water Resources**

- 8.82. Proposals for waste management facilities will need to ensure the protection, and where possible, the enhancement of surface and ground water resources and quality as well as consider how the use of water resources can be minimised where possible.
- 8.83. The Environment Agency is the main authority for safeguarding water resources; it is responsible for improving and protecting inland and coastal waters, ensuring sustainable use of natural water resources, creating better habitats and other factors that help to improve quality of life. The Environment Agency publishes information on groundwater vulnerability and the location of source protection zones for water supply as well as the status of watercourses and water bodies.
- 8.84. The Environment Agency's Approach to Groundwater Protection uses aquifer designations which are consistent with the Water Framework Directive. This reflects the importance of aquifers in terms of groundwater as a resource and also their role in supporting surface water flows and wetland ecosystems. A key aim of the Water Framework Directive is to prevent deterioration in the status of water bodies, improve their ecological and chemical status and prevent further pollution.
- 8.85. Contaminating ground water resources, particularly aquifers which are used for drinking water, is perhaps the most serious pollution threat from waste management facilities, particularly from disposal sites. Proposals for landfill and landraising facilities will therefore need to demonstrate they have considered the geological conditions and the behaviour of surface and ground water and put appropriate mitigations in place where required. For

non-inert disposal sites, these should not be located in source protection zones.

- 8.86. The risk of contaminating surface water resources from waste facilities is also high if surface water is not managed appropriately. Proposals for waste management facilities therefore should:
- Direct surface water from all non-waste operational areas, such as roofs and roads, towards a sustainable surface water outfall where possible, with this water being treated through the appropriate number of treatment processes to ensure pollution is not caused or flood risk increased
  - Cover waste handling/storage areas to prevent excess rainwater entering the foul sewage system where possible
  - Have suitable mitigation/ attenuation of storm flows where the site is connected to the foul/ combined sewer where these are not separated
- 8.87. Applicants therefore are recommended to engage with the Environment Agency at the earliest opportunity within the application process to ensure they have considered ground and surface water resources. Early consultation will also help identify appropriate and adequate mitigations which may be required.
- 8.88. To further protect aquifers, especially those with poor status, under the Water Framework Directive further abstraction should be limited to prevent further deterioration. Proposals then should seek to reduce water consumption and ensure water resources are used as efficiently as possible. This could include measures such as harvesting rainwater and grey water for wheel washing and dust suppression as well as using Sustainable Drainage Systems (SuDs), which can help improve water quality by removing pollutants as well as reducing flood risk.

### **Flood Risk**

- 8.89. Proposals for waste facilities must ensure the risk of flooding, from all sources, has been appropriately considered and addressed to ensure the facility is safe throughout its lifetime and can operate without posing a risk to water resources and water bodies and not increase flood risk on site or elsewhere.
- 8.90. The responsibility of managing flood risk lies with both the Local Lead Flood Authority (LLFA), in this case Nottinghamshire County Council and Nottingham City Council for their respective administrative areas, and the Environment Agency. The Councils are responsible for managing the risk of

flooding from surface water and ground water and managing ordinary water courses whilst the Environment Agency has a specific responsibility to manage flood risk from main rivers and the sea. Both the LLFA and Environment Agency should be consulted early on within the application stages.

- 8.91. Proposals for waste management facilities should be located in areas with low flood risk, where this is not possible the applicant will need to undertake a Sequential Test to demonstrate there are no suitable alternative sites.
- 8.92. Applications will also need to be accompanied by a site-specific flood risk assessment if:
- It is located in Flood Zone 1 and over 1 hectare
  - In Flood Zone 2 or 3
  - In an area identified as having critical drainage issues
  - It has an increased flood risk in the future
  - It is subject to other sources of flooding and the proposed development is a more vulnerable use
- 8.93. An exception test may also be required following the Sequential Test, this is dependent upon the flood risk vulnerability classification of the proposed development and what flood zone the proposal lies in. As outlined within the Planning Practice Guidance and summarised within Table X below, different waste facilities have different vulnerability classifications and so the flood zone compatibility of waste facilities varies.

*Table 13. - Vulnerability classification and compatibility for different types of waste facilities1.*

<b>Type of Waste Facility</b>	<b>Flood Risk Vulnerability Classification</b>	<b>Flood Zone Compatibility</b>
Waste Water Treatment	Essential Infrastructure	Appropriate in Flood Zones 1, 2, 3a and 3b*
Waste treatment (except landfill* and hazardous waste facilities)	Less Vulnerable	Appropriate in Flood Zones 1, 2 and 3a
Hazardous Waste Facilities	More Vulnerable	Appropriate in Flood Zones 1, 2 and 3a*
Landfill	More Vulnerable	Appropriate in Flood Zones 1, 2 and 3a*

*\*An exception test will be required*

- 8.94. For an exception test to be passed, the proposed development will need to demonstrate that both:
- The development would provide wider sustainability benefits to the community that outweigh the flood risk; and
  - The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall
- 8.95. Following the site-specific flood risk assessment, sequential and exception test where required, permission should only be granted in areas at risk of flooding where it can be demonstrated that:
- The most vulnerable part of the development is located in areas of the lowest flood risk within the site, unless there are overriding reasons to prefer a different location
  - The development is appropriately flood resistant and resilient
  - It incorporates SuDs, unless there is clear evidence this would be inappropriate
  - Any residual risk can be safely managed and
  - Safe access and escape routes are included where appropriate, as part of an agreed emergency plan
- 8.96. SuDs should also be incorporated into proposals for waste facilities, even where the risk of flooding is low, as they help to control surface water runoff and so not only can they reduce the causes and impacts of flooding, but they also remove pollutants and so can improve water quality as well. Examples of SuDs include permeable pavements, green roofs and swales.

This policy helps to meet the following objectives:

SO1 – Climate Change, SO3- The Environment

## DM8 – Public Access

### What you told us at the Issues and Options Stage:

- There were no representations on Public Access.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

- The Issues and Options SA did not explicitly cover the Public Access, as such there are no comments to make.

## Introduction

- 8.97. Nottinghamshire is a largely rural County and has nearly 2,800km of routes providing access into the countryside for walking, cycling and horse riding and Nottingham City has a total of 84km of public access routes.
- 8.98. The Rights of Way network also provides vital links within the City and between towns and villages and is increasingly being used as a route to school, work and shops.
- 8.99. The size and location of a waste facility development can have significant direct or indirect impacts on the rights of way network and its users. However, it can also provide opportunities to improve and extend existing infrastructure and enable both wider enjoyment of the countryside and access to services and facilities.
- 8.100. The public rights of way network is both an important recreational resource and a sustainable transport option. Local authorities have a statutory duty to protect these and therefore, new developments should not adversely affect the integrity of the established rights of way network. There may, however, be circumstances where, in the interests of providing for sustainable waste developments, disruption of a public right of way is unavoidable. In such cases, mitigation would be sought, such as diverting the route in a satisfactory manner, creating an alternative route and/or providing for additional routes to increase access opportunities. Mitigation could also ensure an existing route does not suffer from reduced amenity.

#### **DM8 – Public Access**

**Proposals for waste development will be supported where it can be demonstrated this will not have an unacceptable impact on the existing rights of way network and its users. Where this is not practicable, satisfactory proposals for temporary or permanent diversions, which are of at least an equivalent interest or quality, must be provided and improvements and enhancements to the rights of way network will be sought where practicable.**

#### **Justification**

- 8.101. National guidance states that policies should protect and enhance public rights of way and access. Opportunities to provide better facilities for users, such as adding links to the existing rights of way, should be sought. Where appropriate, manned crossing points will be required to ensure that the existing rights of way network is not compromised during development. Proposals for new rights of way will need to consider how they can best link into the existing rights of way network. All proposals for new or improved rights of way should also cater for the needs of people with mobility problems and other disabilities and comply with the requirements of the Equality Act 2010.

- 8.102. There are parts of Nottinghamshire and Nottingham City that suffer from a poor-quality environment and a lack of accessible green space. Therefore, efforts to improve public rights of way should be targeted to help address such deficiencies as well as providing new infrastructure.
- 8.103. Reference should be made to the Nottinghamshire County Council Rights of Way Improvement Plan and the Nottingham City Rights of Way Improvement Plan 2 and advice sought from the County and City Council's rights of way officers regarding proposed temporary or permanent diversions and the opportunities for future improvements in the area.
- 8.104. Such consultation on any public right of way affected by a proposed waste development should take place at the earliest possible stage. The statutory process for footpath diversion or closure is separate from the planning process and as such delays or failures to secure any required amendments to the rights of way network could affect the implementation of future waste facilities development.
- 8.105. Enhancements to the rights of way network will be secured through legal agreements rather than planning conditions to ensure that the enhanced rights of way are available in perpetuity. Similarly, permissive paths will not be considered for temporary or permanent diversions to an existing definitive right of way.

This policy helps to meet the following objectives:

SO3 – The Environment, SO4 – Community, Health and Wellbeing

## DM9 – Planning Obligations

### What you told us at the Issues and Options Stage:

- Planning Obligations should be used to ensure biodiversity net gain is achieved. Requirements should be secured through robust planning obligations and developers should be expected to bring forward proposals to meet these requirements at the earliest stage, before determination.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

- The Issues and Options SA did not explicitly cover Planning Obligations, as such there are no comments to make.

## Introduction

- 8.106. All waste development proposals could give rise to issues such as; highways, flood risk, landscape character and archaeological and ecological

impact. There are many areas where the treatment of waste could impact on local communities. In order to ensure that a balance is struck between society's requirement for waste infrastructure and the need to protect the local environment and residential amenity, measures will be secured through legal agreements associated with planning permissions for waste developments.

- 8.107. To achieve sustainable development, additional planning requirements may be imposed to make a proposed development acceptable. The coordinated delivery of adequately funded infrastructure at the right time and in the right place is key to ensuring that local services, facilities and the transport network can accommodate any additional demand arising from new waste facility developments.

#### **DM9 - Planning Obligations**

**Where appropriate and necessary, the County and City Councils will seek to negotiate planning obligations as measures for controlling waste facilities and mitigating any negative impacts to secure sustainable development objectives which cannot be achieved by the use of planning conditions.**

#### **Justification**

- 8.108. Planning obligations (also known as Section 106 agreements) are legal agreements made between local authorities, developers and landowners which can be attached to a planning permission to make acceptable development which would otherwise be considered unacceptable in planning terms. The obligations set out in Section 106 agreements apply to the person or organisation that enters into the agreement, and any subsequent owner of the land to which the planning permission relates. This is something that any future owners will need to take in to account.
- 8.109. The NPPF provides Government guidance on the use of planning obligations. It contains three tests that planning obligations must meet. They must be:
- Necessary to make the proposed development acceptable in planning terms
  - Directly related to the proposed development
  - Fairly and reasonably related in scale and kind to the proposed development.
- 8.110. The County Council has a Developer Contribution Strategy, and Nottingham City Council has two adopted policies, the Nottingham City Core Strategy Policy 19: Developer Contributions and the LAPP Policy IN4: Developer

Contributions policy which all set out circumstances where planning obligations may be sought and include:

- Highway improvement and reinstatement works, lorry routeing arrangements, off-site highway safety works
- Off-site provision of landscaping, screening, noise attenuation measures etc.
- Off-site monitoring of noise, dust, groundwater, landfill gas migration – provision of leachate/landfill gas control measures
- Provision for extended aftercare
- Archaeological consultants and contractors for investigation, recording, analysing, archiving and reporting on archaeological structure or remain
- Long term management of restored sites
- Habitat creation, enhancement and protection
- Safeguarding protected species and species of local biodiversity interest
- Transfer of land ownership and associated management provisions
- meet the reasonable costs of new infrastructure or services, employment and training:
- provision of open space where appropriate
- drainage and flood protection

8.111. Applicants are advised to check the above documents when applying for planning permission as Nottinghamshire County Council and Nottingham City Council both have varying requirements in terms of planning obligations.

8.112. The nature and scale of obligation requirements from a development will reflect:

- The nature and impact the development has upon strategic, local and on-site needs and requirements
- Current infrastructure and whether the development can be accommodated by the existing provision
- How the potential impacts of a development can be mitigated
- Viability. In considering issues of viability the Council will have regard to the quality and value of a scheme in the context of how the development contributed towards the vision, objectives and policies for the area.

8.113. Whether obligations will be 'in kind' (where the developer builds or directly provides the infrastructure), by means of financial payments or a combination of both will depend on the nature and circumstances of the infrastructure requirement. The NPPF sets out that development identified in the Local Plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. It emphasises that developers and landowners should receive a competitive return to enable the development to be delivered.

This policy helps to meet the following objectives:

SO1 – Climate Change, SO2 – Strengthen Our Economy, SO3 – The Environment  
SO4 – Community, Health and Wellbeing, SO5 – Meet our future need, SO6 –  
High quality design and operation and SO7 – Sustainable Transport

## **DM10 – Cumulative Impacts of Development**

### **What you told us at the Issues and Options Stage:**

- There were no representations relating to the Cumulative Impacts of Development.

### **Issues and Options Sustainability Appraisal findings on the Vision and Objectives:**

- The Issues and Options SA did not explicitly cover the overview of the Draft Plan, as such there are no comments to make.

## **Introduction**

- 8.114. The cumulative impact of several waste management operations either on one site or in close proximity to each other may be a factor that needs to be assessed, as well as the effects of these types of developments in conjunction with other non-waste developments in an area. The impacts, both real and perceived, of a concentration of waste management facilities close to a community or communities could have a detrimental impact on local amenity, health, quality of life and the wider environment and landscape character.
- 8.115. Adverse cumulative impacts include increased levels of noise, odour and artificial lighting. The local highway network could also be affected by increased HGV movements with potential hazards related to road safety.

## **DM10 - The Cumulative Impact of Waste Management Development**

**Proposals for waste management development will be supported where it can be demonstrated that there are no unacceptable cumulative impacts on the environment, health or on the amenity of a local community.**

## **Justification**

- 8.116. National policy emphasises the need for cumulative impacts from multiple impacts from individual site and/or a number of sites in a locality to be taken into account.
- 8.117. The capacity of a local area to accommodate waste management facilities depends upon the proximity of existing development, the

type of facility proposed, access to the site and operational issues such as noise, dust, odour and hours of opening.

- 8.118. A stage may be reached whereby it is the cumulative rather than the individual impact of a proposal that renders it environmentally unacceptable. Depending on local circumstances, there may also be a need to consider whether there are likely to be cumulative impacts resulting from a proposed waste management facility in combination with other existing or proposed non-waste related development.
- 8.119. This policy seeks to ensure that the impacts of a waste proposal are considered in conjunction with the impacts of all existing development and that cumulative impact on the environment of an area, highway safety, health or on the amenity of a local community or communities are fully addressed.

This policy helps to meet the following objectives:

Strategic Objective 3 – The Environment, Strategic Objective 4 – Community, Health and Wellbeing

## DM11 – Airfield Safeguarding

### What you told us at the Issues and Options Stage:

- East Midlands Airport is close to the County border and it plays an important economic and employment role across the plan area.
- A large part of the Plan area is within the Airport safeguarded zone, particularly the 13km bird safeguarded area. It is therefore important that the aerodrome safeguarding requirements for East Midlands Airport are included within the scope of future development management policies.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

- The Issues and Options SA did not explicitly cover Airfield Safeguarding, as such there are no comments to make.

## Introduction

- 8.120. As detailed within the aerodrome safeguarding procedure (DfT/ODPM Circular 1/2003), Airfield Safeguarding Areas are a 13km/8-mile radius established around aerodromes, both civil and military, and their associated buildings to ensure aviation safety.
- 8.121. Waste development proposals can pose a risk to aviation safety, with the main risk from facilities that are likely to attract birds which could increase the risk of bird strike. Any waste development proposals then that falls within

an Airfield Safeguarding Area will require consultation with owners or operators of the relevant airfields to consider potential hazards to aircraft or radio operations and ensure any risks are adequately mitigated.

### **DM11 - Airfield Safeguarding**

**Proposals for waste development within Airfield Safeguarding areas will be supported where the applicant can demonstrate that the proposed development during the construction, operational and, where relevant, restoration and after use phases, will not result in any unacceptable adverse impacts on aviation safety.**

### **Justification**

8.122. As shown on **Plan 2**, there are eight licenced Airfield Safeguarding Areas for airports and Military of Defence (MoD) sites in the plan area:

- East Midlands Airport
- Gamston (Retford) Airport
- Netherthorpe Airfield
- Nottingham City Airport
- Robin Hood Airport Doncaster Sheffield
- RAF Scampton MoD Aerodrome
- RAF Syerston MoD Aerodrome
- RAF Waddington MoD Aerodrome

8.123. Other, non-licenced, aerodromes may be safeguarded by privately agreed consultation with the Local Planning Authority. This is called 'unofficial' safeguarding and is not obligatory under Statutory Direction. However, the County Council acknowledges the Governments advice that 'aerodrome owners should take steps to safeguard their operations' and as such Policy DM10 will also apply to these 'unofficial' safeguarded areas as recorded by Local Planning Authorities. Any new safeguarding areas established during the plan period will also be safeguarded.

8.124. As detailed in the NPPW, the main risk to aviation safety is that waste facilities can, if not managed appropriately, attract birds which could lead to an increased risk of bird strike to aircraft. Facilities that handle, compact, treat or dispose of household or commercial waste are more likely to attract birds, in particular Landfill sites that accept putrescible waste. Other infrastructure associated with facilities can also attract birds, such as those with flat roofs, ledges and gantries as well as sites that create or enhance wet areas as part of landscaping or for restoration and after use.

8.125. Other hazards that waste proposals may pose to aviation safety include:

- Glare and dazzling from lighting and reflective materials used on site

- Visual impact from tall buildings and structures, including any cranes present during the construction phase
- Air turbulence created from thermal plumes and venting and flaring of gas
- Radio interference if radio communication is used within the waste facility itself

8.126. Any waste development proposals within Airfield Safeguarding areas will therefore need to consider within their application the risks they may pose to aviation safety, including potential risks during the construction, operational and, where relevant, the restoration and after use phases.

8.127. Early engagement with the Councils and aerodrome operators is encouraged so risks can be identified and addressed through design and adequate mitigations early on within the proposal to ensure the safe operation of aircraft.

This policy helps to meet the following objectives:

SO4- Community, Health and Wellbeing, SO6- High quality design and operation

## DM12 Highway Safety and Vehicle Movements/Routeing

### What you told us at the Issues and Options Stage:

- Support was given to the consideration of highway traffic implications in future development management policies for the Waste Plan, to ensure planning applications will be assessed against these criteria.
- Support the objective to encourage alternative modes of transport to road-based modes where practical and to allocate waste sites strategically, based on proximity to transport links, and the waste source or end-market.
- Where appropriate, opportunities should be sought to use railways and rivers to transport waste. This would reduce both traffic impacts and harmful emissions from motor vehicles.

### Issues and Options Sustainability Appraisal findings on the Vision and Objectives:

- The Issues and Options SA did not explicitly cover highway safety and vehicle movements and routeing, as such there are no comments to make.

## Introduction

8.128 All new development proposals need to consider the needs of all road users. Safety and vehicular movements are key issues which must be addressed. The needs of pedestrians, cyclists and people with disabilities must be at the forefront of any considerations.

### **DM12 - Highways Safety and Vehicle Movements/Routeing**

**Proposals for waste management facilities will be supported where it can be demonstrated that:**

- a. The highway network including any necessary improvements can satisfactorily and safely accommodate the vehicle movements, including peaks in vehicle movements, likely to be generated.**
- b. The vehicle movements likely to be generated would not cause an unacceptable impact on the environment and/or disturbance to local amenity.**
- c. Where appropriate, adequate vehicle routeing schemes have been put in place to minimise the impact of traffic on local communities.**
- d. Measures have been put in place to prevent material such as mud contaminating public highways.**

## Justification

8.129 Most waste is transported via the existing road network due to the flexibility and distance that most waste is carried. This can cause an increase in the level of HGV traffic on the local and wider road networks in the vicinity of waste processing facilities. It is important that the impact of this traffic is minimised. This can be done through several different measures and can include:

- strategic signage for lorry movements.
- sheeting of lorries.
- highway improvements.
- hours of working / opening.
- traffic regulation orders.
- noise attenuation of reversing beepers, plant and equipment.
- private haul roads.
- road safety improvements.
- traffic management arrangements, including off peak movements.

8.130 Highways England is responsible for the trunk road network which, in Nottinghamshire, includes the M1, A1, A46, A52 and the A453. They provide policy advice on other transport issues concerning their function, including the consideration of planning applications.

8.131 Nottinghamshire County Council is the Local Highway Authority and is responsible for the implementation of the Nottinghamshire. Local Transport Plan. The County Council, as the Local Highway Authority, will require proposals to be accompanied by a Transport Assessment (TA) or Transport Statement (TS). In certain circumstances a Travel Plan may also need to be submitted. As such, planning applications must accord with current standards and other local guidance. In most instances, applicants will be required to attend a pre-application meeting to discuss the transport issues with officers from the Council.

8.132 Where a specific highways impact from the development is identified that requires mitigation, the Council will seek developer contributions to enable the necessary works to be completed.

8.133 Lorry routeing can be a major consideration in assessing the acceptability of a waste proposal. Whilst a reasonable route may exist, which the operator may well be willing to use, it may be necessary to control routeing through planning conditions or in most instances through a legally binding agreements (known as planning obligations or Section 106 Agreements – see DM9 for more information) between the applicant and the Council.

This policy helps to meet the following Strategic Objectives:

Strategic Objective 3 - The environment, Strategic Objective 4 - Community, Health and Wellbeing, Strategic Objective 6 - High quality design and operation, Strategic Objective 7 - Sustainable Transport

## 9. Monitoring and Implementation

### Implementation

- 9.1. The Joint draft Waste Local Plan has been prepared using a wide-ranging evidence base to set the context and focus for the delivery of our strategic policies and objectives. Regular monitoring in accordance with the NPPF is essential to ensure that our policies are effective and consistently applied. This will also help us to see when or where specific policies or targets may need to be revised and to respond to any changes in national policy or legislation or changes in local circumstances.
- 9.2. Achieving our objectives and implementing the policies within the Joint Draft Waste Local Plan rely on the actions of not just the County and City Councils and the waste industry but also the district councils, local communities and businesses and the voluntary sector. It is therefore important that there is a clear understanding of who will deliver the relevant waste management infrastructure and any supporting measures set out in the Joint Draft Waste Local Plan and the relevant timescale.

### Monitoring

- 9.3. The Localism Act 2011 requires the production of monitoring reports. Details of what this must contain are set out in The Town and Country Planning (Local Planning) (England) Regulations 2012 with further guidance in the National Planning Policy Guidance.
- The County Council produces a monitoring report each year to review progress in preparing the new planning policy documents that will make up the development framework
  - How well existing waste planning policies are working
  - New national or other relevant policy guidance that needs to be taken into account
  - Updates in local social, economic and environmental indicators that may influence existing and future minerals and waste policies.
- 9.4. We have therefore developed a comprehensive monitoring and implementation framework to help us achieve this.
- 9.5. Appendix 1 contains a detailed monitoring and implementation table which sets out the policies, performance indicators and triggers for monitoring.

## Appendix 1 - Monitoring and Implementation Framework for the draft Nottinghamshire and Nottingham Waste Local Plan

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
<b>SP1 – Waste Prevention and re-use</b>						
To reduce the amount of waste produced and encourage all developments to help move waste up the waste hierarchy  (SO1 – Climate Change, SO2 – Strengthen our economy)	Tonnage of Waste arisings across all waste streams	Published waste arising data from DEFRA, the Environment Agency (EA) and other surveys, where available  Relevant planning decisions – waste reduction measures included as part of application conditions	Lack of available waste arisings data for specific waste streams  Cost of awareness raising initiatives	n/a	Significant changes in arisings	Assess implications for targets and revise if required
<b>SP2- Future Waste Management Provision</b>						
The policy aims to provide sufficient waste management capacity to meet identified needs, support proposals for waste management facilities which help to move waste management up the waste hierarchy  (SO1 – Climate Change, SO3 – The environment, SO4 –	Total permitted waste management capacity is equal to estimated waste arisings  Municipal waste arisings Commercial and Industrial waste arisings (where available)  Construction and demolition waste	Annual waste management and arisings data (where available)  Amount of new waste management capacity permitted annually  DEFRA municipal waste management figures (audited figures published annually)	Requires suitable proposals to come forward (largely industry driven)  Lack of data – degree of current self-sufficiency is unknown  Cost of changes to municipal waste management collection and infrastructure provision.	Net self-sufficiency achieved  Recycle/compost municipal, commercial and industrial and construction and demolition waste	N/A (Aspirational policy) Recycling rates more than 10% below target (where data available)	N/A (Aspirational policy)  If recycling levels fall below aspirations, revision ma

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
Community, Health and Wellbeing, SO5 – Meet our future need SO7 – Sustainable Transport)	arisings (where available)	National/ regional commercial and industrial waste recycling figures (where available)	Lack of private sector investment  Market fluctuations in value of recycled materials			
<b>SP3 – Broad Locations for New Waste Treatment Facilities</b>						
Development of new waste management facilities in line with national criteria  (SO3 – The environment, SO4 – Community, Health and Wellbeing, SO5 – Meet our future need, SO7 – Sustainable Transport)	New or extended facilities permitted within broad locations as set out in Policy SP3	Planning permissions for new and extended waste management facilities	n/a	100% meeting broad location criteria as set out in Policy SP3	Significant number of new facilities not meeting broad criteria as set out in Policy SP3	Review policy to ensure need to being met adequately
<b>SP4 – Managing Residual Waste</b>						
Provision for the management of residual waste following treatment  (SO5 - Meeting our future needs)	New or extended facilities permitted in accordance with Policy SP4	Planning permissions for new and extended waste management facilities  Environment Agency Waste Data interrogator	Lack of suitable sites	100% applications determined in accordance with Policy SP4	Significant number of new facilities not meeting broad criteria as set out in Policy SP4	Review policy to ensure need to being met adequately
<b>SP5 – Climate Change</b>						
New proposals minimise the impacts on, and are	Proposals judged to have an unacceptable	Planning permissions/refusals	No targets	Number of planning applications	Significant number of planning application approvals which	Review policy to ensure impacts on climate change are considered in more depth

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
resilient to climate change  (SO1 – Climate Change)	impact on climate change will be refused	for new or extended facilities.  New or extended facilities incorporating resilience to climate change	Local climate change impacts are difficult to measure/lack of available data	approved that include appropriate location/resilience to climate change	identify harmful impacts on climate change	
<b>SP6 – Minimising the movement of waste</b>						
To encourage waste facilities to use alternative, more sustainable methods of transport and treat waste as close to the source as possible  (SO1 – Climate Change, SO7 – Sustainable Transport)	Number of planning permissions using alternative methods of transport to road  Tonnage of waste exported out of the Plan area  Number of planning permission granted contrary to advice from: - Highways England - Highways Authority	Planning permissions decision notices and delegated or committee reports	Lack of availability of infrastructure to transport waste (railheads and wharves)  Where waste will be treated depends upon external markets  Lack of data in notices/ reports on sustainable transport	All applications granted include an element of non-road transport. Road transport distances/ use is minimised All applications granted fully mitigate any transport impacts	Significant number of applications granted contrary to advice from those set out in performance indicator (more than 10%)	Review applications to identify why sustainable transport methods were not utilised/ maximised  Review the policy
<b>SP7 – Green Belt</b>						
To ensure new minerals development does not compromise the	Number of planning applications granted within	Planning permissions delegated or committee reports	Planning approvals may be subject to variation	All applications granted in Green Belt should maintain the	Any planning permissions granted in the Green Belt which do not maintain the	Review policy to ensure greater priority given to maintenance of openness and purpose of Green Belt

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
openness and purpose of land within the Green Belt  (SO1 – Climate Change, SO3 – The environment)	the Green Belt where the proposal does not maintain the openness and purpose of the Green Belt		prior to implementation	openness and purpose of the Green Belt	openness and purpose of the Green Belt	
<b>SP8 – Safeguarding</b>						
To safeguard existing and permitted waste facilities from non-waste development to ensure sufficient capacity to handle waste arisings  (SO5 – Meet our future needs)	Number of applications permitted for non-waste development which could adversely impact the operation of waste facilities  No decrease in the number or availability of waste management facilities by type and overall capacity by type	Planning permissions for use other than waste management on existing waste management sites	The County Council is not consulted on applications which may pose a safeguarding risk  Safeguarding policies could be overlooked at local level	Maintain/increase the number of waste management facilities and assess the capacity of waste management facilities.	Significant decrease in hectares of waste management sites (more than 10%)	Review the policy to ensure need is being met appropriately
<b>DM1- Site Criteria Based Policy</b>						
Achieving new and extended waste management facilities in line with the locational criteria, as set out in Policy DM1	New or extended facilities located in accordance with criteria, as set out in Policy DM1	Planning permissions including data on size, type and location	n/a	100% meeting the criteria as set out in Policy DM1	Significant percentage of new and extended waste management facilities meeting the criteria set out in Policy DM1	Review the policy to ensure need is being met appropriately

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
(SO1-Climate Change, SO2 – Strengthen our economy, SO3 – The environment, SO4 – Community, Health and Wellbeing, SO5 – Meet our future need, SO6 – High quality design and operation, SO7 – Sustainable transport)						
<b>DM2 – Health, Wellbeing and Amenity</b>						
Ensuring that waste facilities do not negatively impact of the health and wellbeing of the community  (SO1 – Climate Change, SO3 – The environment, SO4 – Community, Health and Wellbeing, SO6 – High quality design and operation, SO7 – Sustainable transport)	Number of planning applications granted contrary to advice from: - Environment Agency - Environmental Health Officer - Public Health England - Highways Authority  Number of substantiated complaints received regarding waste	Planning permissions decision notices and delegated or committee reports  Minerals Planning Authority Monitoring and Enforcement Team complaint	Reliant on professional opinions/ assessments of impacts and discussion of these in reports/notices	All planning permissions have no adverse impact on the elements set out in the policy	Number of planning permission granted which identify unacceptable impacts on the community, health and wellbeing (measured through grants contrary to advice from those set out in performance indicator) (>0)	Review policy to address criteria that were not met in permissions

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
	management facilities					
<b>DM3 – Design of Waste Management Facilities</b>						
All new and extended facilities are well designed and use sustainable construction techniques  (SO2 - Strengthen our economy, SO4 Community, Health and Wellbeing, SO6 - High quality Design)	All new and extended facilities incorporating best practice in design of facilities and ensuring they are future proofed, where appropriate	Planning permissions refused based on the lack of consideration to design	Design is subjective	100% of relevant planning permissions incorporate best practise	Significant number of planning permissions do not incorporate best practise and are unable to justify non-inclusion adequately	Review policy criteria
<b>DM4 – Landscape Protection</b>						
To maintain, protect and enhance the character and distinctiveness of the landscape  Unacceptable impacts on quality of life  (SO3 – The environment, SO4 – Community, Health and Wellbeing)	Number of planning applications granted contrary to advice from: - Natural England	Planning permissions decision notices and delegated or committee reports and decision notices	Reliant on professional opinions/ assessments of impacts and discussion of these in reports/notices  Difficult to measure environmental quality and lack of available data	All planning permissions have no adverse impact as set out in the policy	Significant number of applications approved contrary to advice from those set out in performance indicator (more than 10%)	Review reasons for granting permission contrary to advice  Review policy
<b>DM5 – Protecting and Enhancing Biodiversity</b>						
To protect biodiversity from adverse impacts	Significant adverse change in biodiversity	Natural England, Local Biodiversity Action Plans	Difficult to measure and monitor	No planning permissions result	Significant number of applications approved contrary to advice from	Review policy to give greater priority to protection and enhancement to biodiversity

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
<p>from waste proposals and enhance biodiversity to achieve net gain</p> <p>(SO3 – The environment, SO4 – Community, Health and Wellbeing)</p>	<p>assets in the County</p> <p>Number of planning applications granted contrary to Natural England advice</p> <p>Area of habitat loss, gain and net-gain/loss (including Habitats of Principal Importance, LBAP habitats and designated sites)</p>	<p>Planning permissions decision notices and delegated or committee reports</p>	<p>environmental quality and lack of available data</p>	<p>in adverse impact on biodiversity</p> <p>All planning permissions bring about enhancements to biodiversity/</p>	<p>Natural England (more than 10%)</p> <p>Decrease in biodiversity targets being met</p>	<p>Review policy to ensure no further decline in biodiversity</p>
<b>DM6 – Historic Environment</b>						
<p>To protect the historic environment from adverse impacts from waste proposals and enhance where possible</p> <p>(SO3 – The environment, SO4 – Community, Health and Wellbeing)</p>	<p>Number of planning applications granted contrary to advice from: - Historic England</p> <p>Number of planning applications granted subject to a watching brief for archaeology</p>	<p>Planning permissions decision notices and delegated or committee reports</p>	<p>Reliant on professional opinions/ assessments of impacts and discussion of these in reports/notices</p>	<p>All planning permissions have no adverse impact as set out in the policy</p>	<p>Significant number of applications approved contrary to advice from those set out in performance indicator (more than 10%)</p>	<p>Review reasons for granting permission contrary to advice Review policy</p>
<b>DM7 – Flood Risk and Water Resources</b>						

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
<p>To protect ground and surface water resources from adverse impacts from waste proposals and reduce the risk of flooding</p> <p>(SO3 – The environment, SO4 – Community, Health and Wellbeing)</p>	<p>Number of planning applications granted contrary to Environment Agency advice on flooding and water quality/provision grounds</p> <p>Number of planning applications granted which include flood alleviation benefits</p> <p>Number of planning applications granted which include SuDS</p>	<p>Planning application documents</p> <p>Planning permissions decision notices and delegated or committee reports</p>	<p>Reliant on discussion of these elements in reports/ notices</p>	<p>No planning permissions have detrimental impact on water resources and unacceptable impact on flooding</p>	<p>Number of planning permissions granted contrary to Environment Agency advice (&gt;0)</p>	<p>Review reasons for granting permission contrary to advice</p> <p>Review policy</p>
<b>DM8 – Public Access</b>						
<p>To prevent negative impacts on existing public access routes and improve and enhance the Rights of Way network where possible</p> <p>(SO3 – The environment, SO4 –</p>	<p>Number of planning permissions involving the permanent loss of a Right of Way</p> <p>Number of planning permissions</p>	<p>Planning permissions decision notices and delegated or committee reports</p>	<p>-</p>	<p>All planning permissions have no adverse impact on Rights of Way and increase public access</p>	<p>Significant number of applications approved contrary to advice Countryside Access Team (more than 10%)</p> <p>Planning permission granted resulting in permanent loss of Right of Way</p>	<p>Review reasons for loss of Right of Way</p> <p>Review policy</p>

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
Community, Health and Wellbeing)	securing additional Rights of Way through restoration					
<b>DM9 – Planning Obligations</b>						
Requirements from development will be met  (SO1-Climate Change, SO2 – Strengthen our economy, SO3 – The environment, SO4 – Community, Health and Wellbeing, SO5 – Meet our future need, SO6 – High quality design and operation, SO7 – Sustainable transport)	Number of planning permissions with signed S106 agreements	Planning permissions decision notices and delegated or committee reports  Waste Planning Authority legal records	Delay between permission and signing of S106 may delay monitoring	All permissions granted with S106 where needed	Significant number of planning applications without S106 (more than 10%)	Review reason for lack of S106 If no justification, review policy
<b>DM10 – Cumulative Impacts of Development</b>						
Prevention of negative cumulative impacts  (SO1-Climate Change, SO3 – The environment, SO4 – Community, Health and Wellbeing, SO5 – Meet our future need, SO6 – High	Number of planning applications granted despite unacceptable cumulative impacts	Planning permissions decision notices and delegated or committee reports	Reliant on discussion of cumulative impact in reports/notices	No unacceptable cumulative impacts arise from minerals development	Planning permissions granted that give rise to unacceptable cumulative impact	Review policy to strengthen cumulative impact assessment

Key outcomes/Strategic Objectives	Performance Indicator	Monitoring Method	Constraints/Risks	Target	Trigger Point	Signs that Corrective Action is Required/Mitigation Measures
quality design and operation, SO7 – Sustainable transport)						
<b>DM11 – Airfield Safeguarding</b>						
To ensure waste proposals do not pose a risk to aviation safety  (SO4 – Community, Health and Wellbeing, SO6 – High quality design and operation)	Number of planning applications granted contrary to advice from airfields	Planning permissions decision notices and delegated or committee reports	No overseeing body, therefore advice will be on an air-field by air-field basis and could be inconsistent	No applications permitted against airfield advice	Permission granted contrary to airfield advice	Review reasons for approval against advice Review policy in light of above
<b>DM12 - Highway Safety and Vehicle Movements / Routeing</b>						
Improved highway safety and appropriate routeing schemes (SO1 – Climate Change, SO3 – The Environment, SO4 – Community, Health and Wellbeing, SO7 – Sustainable Transport	Planning applications granted contrary to advice from: - Highways England - Highways Authority	Planning permissions decision notices and delegated or committee reports	-	All planning permissions consistent with policy criteria	Significant number of applications approved contrary to advice from those set out in performance indicator (more than 10%)	Review policy to address criteria that were not met in permissions

## 10. Useful Information

Waste is not a simple subject. To help you use this document, we have included definitions covering some of the main types of waste, main organisations involved and the different methods of dealing with waste. To help you use this document we have included a short explanation of the main types of waste here and the different organisations involved at the back of this document.

### **Main Types of Waste**

**Local Authority Collected Waste (LACW)** - all waste collected by the local authority. This is a slightly broader concept than LACMW as it would include both this and non-municipal fractions such as construction and demolition waste. LACW is the definition that will be used in statistical publications, which previously referred to municipal waste.

**Commercial and Industrial Waste (C&I)** - is controlled waste arising from the business sector. Industrial waste is waste generated by factories and industrial plants. Commercial waste is waste arising from the activities of wholesalers, catering establishments, shops and offices.

**Construction and Demolition Waste – (C&D)** - from building sites, road schemes and landscaping projects. It is mostly made up of stone, concrete, rubble and soils but may include timber, metal and glass.

### **Who does what?**

**Collection** – Local councils (district, borough and unitary councils) are only responsible for collecting Local Authority Collected Waste (LACW), municipal waste. All other waste is collected and managed by private sector companies. This is agreed and paid for by individual business, shopkeepers, building contractors etc.

**Disposal** – County and Unitary councils are responsible for the safe disposal of LACW (this includes recycling and composting as well as landfill). This is often done in partnership with private companies who provide the facilities to handle this waste and work to specific targets for recycling and reducing landfill. All other waste of managed commercially by private companies and there are no specific controls over how much is recycled or even whether it is dealt with locally.

**Regulation** - Most waste management sites require planning permission. County and Unitary councils must therefore prepare waste planning policies setting out when and where waste development will be acceptable and how approved waste development will be controlled. They are also responsible for ensuring that there is no pollution risk from waste sites. The Environment Agency licenses individual sites and carries out regular monitoring.

### **Recycling**

**Bring Sites** – Banks of containers provided at supermarkets, local shopping centres and schools for example, where households can deposit batteries, glass, paper, card, tins, plastics and textiles for recycling.

**Household Waste Recycling Centres (HWRCs)** – Larger, purpose-built sites where householders can bring bulkier waste (e.g. timber, metal, garden waste, electrical items and old furniture) to be sorted or recycled. They usually have a one-way system for vehicles and large skips to separate the different materials.

**Materials Recycling-Recovery Facilities (MRFs)** – Large-scale sites where waste that has been collected from households, shops, offices etc, can be taken to be sorted and bulked up for recycling. These operations are usually carried out within a large industrial-type building. Some sites may also take a range of construction and demolition waste to be crushed and screened (see below).

**Aggregates/soils recycling** – Although most construction and demolition waste such as rubble, hardcore and soil is often recycled or re-used on site, there are also purpose-built facilities for crushing and screening of these wastes. These are often open-air sites on industrial estates although there are a number of temporary sites at landfills and quarries.

**Metal recycling** – Scrap yards are one of the longest established forms of recycling taking scrap vehicles and other metals for crushing and sorting prior to re-use.

**Resource Recovery Parks** – A concept based on the idea that companies which produce waste could locate alongside companies that are able to re-process that waste in a business park type environment. This could also include companies that research alternative uses for waste products.

### **Composting**

**Open air sites** – Organic waste is composted in long open-air windrows which are turned regularly until the compost matures. This can take up to 12 weeks and is only suitable for green waste (i.e. plant and vegetable matter). It cannot be used for kitchen and catering waste.

**Enclosed sites** – The windrows are laid out within a large building which helps to contain dust and odour and the compost can be protected from the weather. This process is again only suitable for green waste.

**In-vessel schemes** – The waste is composted inside a purpose-built container or silo. This gives greater control over the breakdown of the waste, meaning that it can be used to compost kitchen and catering waste, as well as green waste. This process is also quicker than conventional open-air methods.

### **Recovery**

**Anaerobic digestion** – Organic waste is broken down in a heated, airless container to produce a biogas. Leachate from the process can be used as fertiliser and some of the solid residue may be suitable for use as a soil conditioner. It is used for green

waste but can also be used for food waste and sewage sludge. This overlap with composting means that this process can help towards recycling targets in some cases.

**Pyrolysis/gasification** – Mixed waste is partly combusted at very high temperatures and converted into a gas. Residual waste left from the process is then burned or landfilled.

**Incineration** – mixed waste of burnt and the heat produced is used to generate electricity. It can also be used to sterilise clinical and other potentially harmful waste. The leftover ash can be recycled, if suitable, or sent to landfill.

**Mechanical Biological Treatment** – Uses a varying combination of mechanical sorting to remove recyclable materials, alongside biological process such as anaerobic digestion or composting. This can also include energy recovery in the form of incineration, gasification or pyrolysis. Any remaining waste is then turned into refuse derived fuel (RDF) or sent to landfill. Plants can process mixed household waste as well as commercial or industrial wastes.

### **Waste Transfer**

Waste transfer is when waste is taken to be bulked up and then transferred elsewhere for recycling, recovery, or disposal. Although this operation is similar to that of Materials Recycling/Recovery Facilities, waste transfer sites are generally smaller and only carry out a very basic manual sorting and bulking up of waste rather than sophisticated mechanical separation of different materials.

### **Disposal**

**Inert** – sites only take waste that is physically and chemically stable. Most inert waste comes from construction and demolition projects and tends to be bricks, glass, soils, rubble and similar materials. As this waste does not break down in the ground it will not give off any gas or leachate. Inert sites do not therefore pose any risk to the environment or human health.

**Non-hazardous** – sites take a much wider range of waste - typically municipal (household), commercial and industrial wastes such as paper, card, plastic, timber, metal and catering wastes. These are wastes that will naturally decompose over time and give off gas and leachate. Disposal of these wastes could potentially be harmful to the environment or human health if sites are not carefully controlled.

**Hazardous** – sites take wastes that are considered to be more harmful because of their potentially toxic and dangerous nature. Examples include clinical wastes, oils, chemical process wastes, contaminated soils and asbestos. As these pose a significant risk to the environment and human health, such sites require greater control measures. There are no hazardous landfill sites in Nottinghamshire at present.

## 11. Glossary

*Air Quality Management Area* – An area where an assessment of air quality by the local authority indicates that national air quality objectives are not likely to be met. A Local Air Quality Action Plan must be put in place in such an area.

*Agricultural Waste* - Agricultural waste is waste from farming, forestry, horticulture and similar activities and includes materials such as plastics (including fertiliser bags and silage wrap), pesticide and oil containers, pesticide washings, asbestos, scrap metal, batteries, veterinary waste, used oil, paper, cardboard, and animal waste.

*Annual Monitoring Report*: A report prepared by the County Council that monitors the progress of local plan preparation and the implementation of adopted policies.

*Anaerobic Digestion* – a process where micro-organisms break down bio-degradable waste within a warm, sealed, airless container. This produces biogas, which can be used to generate heat and electricity, a fibrous residue which can be used as a soil nutrient, and leachate which is used as a liquid fertiliser.

*Appropriate Assessment* – a formal assessment of the impacts of the plan on the integrity of a Special Protection Area, Special Area for Conservation or proposed SPA and Ramsar site. Also referred to as a Habitats Regulations Assessment.

*Bio-aerosol* – A suspension of airborne particles that contain living organisms or that were released from living organisms. It may contain bacteria, fungal spores, plant pollen or virus particles.

*Biodiversity Action Plan (BAP)* - A plan that identifies species and habitats that are a conservation priority to the locality and sets a series of targets for their protection and restoration/recreation.

*Biodiversity Opportunity Mapping (BOM)* - A Nottinghamshire wide project led by the Nottinghamshire Biodiversity Action Group to increase understanding about the current distribution of biodiversity and to provide a spatial vision for the development of biodiversity in the long and medium term. It also looks at the most effective ways to recreate habitat networks at the landscape-scale. It is intended to help focus resources, deliver the local contribution to the England Biodiversity Strategy, inform spatial planning and inform other strategies and influence policy makers. Bird strike: Risk of aircraft collision with birds, which are often attracted to open areas of water and landfill sites containing organic waste.

*Bring site* – banks of containers provided at supermarkets, local shopping centres and schools for example, where householders can deposit glass, paper, card, tins, plastics and textiles for recycling.

*Cumulative impact* - Impacts that accumulate over time, from one or more sources, and can result in the degradation of important resources.

*Commercial and industrial waste* – waste that is produced by businesses such as factories, shops, offices, hotels. The waste materials are largely the same as those found in municipal waste such as paper, card and plastic although many

manufacturing firms will produce large quantities of a specific waste such as metal, rubber or food waste for example.

*Composting, open air* – waste is composted in long open-air windrows which are turned regularly until the compost matures. This can take up to 12 weeks and is only suitable for green waste (i.e. vegetable and plant matter). It cannot be used for kitchen or catering waste.

*Composting, enclosed* – the windrows are laid out within a large building which helps to contain dust and odour and the compost can be protected from the weather. This process is only suitable for green waste.

*Composting, in-vessel* – the waste is composted inside a purpose-built container or silo, often within a building. This gives greater control over the breakdown of the waste, meaning that it can be used to compost kitchen and catering waste, as well as green waste. This process is also quicker than conventional open-air methods

*Construction and demolition waste* – waste from the construction industry that is produced during road building, house building or demolition for example. This typically includes inert materials such as concrete, rubble, bricks and soils but can also include wood, metal and glass.

*Core Cities* – a united local authority voice to promote the role of England's eight largest city economies outside London in driving economic growth. Nottingham is one of the eight cities.

*Climate Change Framework for Action in Nottinghamshire* – sets out a comprehensive approach to tackling the causes and effects of climate change, published on behalf of the Nottinghamshire Agenda 21 Forum.

*Clinical waste* - Any waste which consists wholly or partly of human or animal tissue; blood or bodily fluids; excretions; drugs or other pharmaceutical products; swabs or dressings; or syringes, needles or other sharp instruments and which, unless rendered safe, may prove hazardous to any person coming into contact with it.

*Derelict land* – Land so damaged by previous industrial or other development that it is incapable of beneficial use without treatment, where treatment includes any of the following: demolition, clearing of fixed structures or foundations and levelling and/or abandoned and unoccupied buildings in an advanced state of disrepair.

*Development Plan* - the series of planning documents that form all of the planning policy for an area, it includes Local Plans (District and County) and neighbourhood plans. All documents forming the development plan have to be found 'sound' by a Government Inspector during a public independent examination before they can be adopted.

*Disposal* – the final stage in the waste hierarchy where waste that has no useful or economic purpose is discarded. This could either be buried below ground within a landfill site or in an above ground land-raising scheme.

*Energy recovery* – the broad term used to cover the group of different technologies that can be used to recover energy from waste e.g. anaerobic digestion, gasification, pyrolysis, mechanical biological treatment and incineration.

*Energy Strategy* – identifies the key technologies and programme required to enable areas to play their part in meeting the national and local targets on carbon reduction and low or zero carbon energy generation.

*Equality Impact Assessment* – an analysis of the policies to assess the implications of them on the whole community to help to eliminate discrimination and tackle inequality.

*Evidence base* – an up-to-date information base produced by Local Authorities on key environmental, social and economic characteristics of their area, to enable the preparation of development plan documents.

*Gasification* – mixed waste is partially combusted at very high temperatures and converted into a gas. Residual waste left from the process is then burned or landfilled.

*Green Belt* – an area of land designated for the purpose of preventing urban sprawl by keeping land permanently open.

*Green Infrastructure* – Natural England defines Green Infrastructure as a strategically planned and delivered network of high quality green spaces and other environmental features. Green Infrastructure should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

*Green Infrastructure Strategy* – the strategic vision to protect, enhance and extend networks of green spaces and natural elements of an area.

*Greenfield site* – land that has not previously been developed including agricultural land, woodland, forestry, allotments, parks or other land that has not had a permanent structure placed on it. This can also include land where any previous use has blended into the landscape so that it now seems part of the natural surroundings.

*Habitats Regulations Assessment* – a formal assessment of the impacts of the plan on the integrity of a Special Protection Area, Special Area for Conservation or proposed SPA and Ramsar site.

*Health and Safety Executive (HSE)* - The national independent watchdog for work-related health, safety and illness.

*Health Impact Assessments (HIA)* - A practical and flexible framework by which the effects of policies, plans or projects on health and inequality can be identified. Such effects are examined in terms of their differential impact, their relative importance and the interaction between impacts. In doing so, HIAs can make recommendations

to inform decision making, particularly in terms of minimising negative impacts and maximising opportunity to promote health and wellbeing.

*Hazardous landfill* – sites that take waste that are considered to be more harmful because of their potentially toxic and dangerous nature. Examples include clinical waste, oils, chemical process wastes, some contaminated soils and asbestos. As these post a significant risk to the environment or human health, such sites require greater control measures.

*Hazardous waste* – Hazardous wastes include many substances generally recognised as potentially dangerous such as pesticides, asbestos and strong acids. However, a number of wastes that result from everyday activities have also been designated hazardous waste, for example mobile phone batteries and used engine oils, scrap cars (End of Life Vehicles) and some Waste Electrical and Electronic Equipment (WEEE). This does not include waste classified as radioactive under the Radioactive Substances Act 1993 except in some limited circumstances.

*Household Waste Recycling Centre* – purpose-built sites where householders can bring bulky waste to be sorted and recycled.

*Incineration* – the controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can produce heat or power. Current flue-gas emission standards are very high. Ash residues must be disposed of at specialist facilities.

*Inert landfill* – sites that only take waste that is physically and chemically stable. Most inert waste comes from construction and demolition projects and tends to be bricks, glass, soils, rubble and similar material. As this waste does not break down in the ground it will not give off any gas or leachate. Inert sites do not therefore post any risk to the environment or human health.

*Local authority collected waste* – this term has been introduced to distinguish between the municipal waste that is collected from households, and some non-household sources by local authorities (District and Unitary Councils), and the wider definition of municipal waste that has now been introduced by the European Union which includes those elements of commercial and industrial waste that are the same as found in municipal waste. References to municipal waste within this Waste Core Strategy are intended to refer to the municipal waste collected by local authorities as this reflects the wording of existing guidance and monitoring arrangements.

*Materials Recovery/Recycling Facility* – a site, usually within a building, where recyclable materials are collected and then sorted either mechanically or manually and bulked up to be taken for re-processing.

*Mechanical Biological Treatment* – uses a varying combination of mechanical sorting to remove recyclable materials, alongside biological processes such as anaerobic digestion or composting. Any remaining waste is then turned into refuse derived fuel or sent to landfill. Plants can process mixed household waste as well as commercial and industrial wastes.

*Municipal waste* – all household waste and any other non-household waste collected by local authorities. The European Union has recently introduced a new definition of municipal waste which includes those elements of commercial and industrial waste that are the same as found in municipal waste. To differentiate the UK Government has introduced a new term of 'local authority collected waste' and this is what is referred to within this Waste Core Strategy as municipal waste.

*Municipal Waste Management Strategy* – an agreed framework for County and District Councils to plan and manage their waste management services in an integrated way. Identified the short, medium and long term requirements for managing municipal waste, the cost of delivering the solution and associated funding issues and the roles and responsibilities of the County and District Councils and the public to make the solutions work.

*Non-hazardous landfill* – sites that take a wide range of waste, typically municipal (household), commercial and industrial wastes such as paper, card, plastic, timber, metal and catering wastes. These are wastes that will naturally decompose over time and give off gas and leachate.

*Non-local waste* – waste arising from outside the plan area i.e. from outside the administrative areas of Nottinghamshire County Council and Nottingham City Council. Previously developed land – land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

*Pyrolysis* – mixed waste is partly combusted at very high temperatures and converted into a gas. Residual waste left from the process is then burned or landfilled.

*Reclamation* – where a site, often derelict or disused, is brought back into use but for a different purpose than it was originally used for. An example of this would be infilling a quarry with waste and creating an area of woodland, open space or development land.

*Restoration* – returning a site back to its original use e.g. agriculture.

*Resource Recovery Park* – a concept based on the idea that companies which produce waste could locate alongside companies that are able to re-process that waste in a business park the environment. This could also include companies that research alternative uses for waste products.

*Statement of Community Involvement (SCI)* - A Local Development Document which sets out the standards the Planning Authority intend to achieve when involving the community in preparing Local Development Documents, or when making a significant development control decision. It also sets out how the Authority intends to achieve these standards. A consultation statement must be produced showing how the Authority has complied with its SCI.

*Section 106 agreement (S106)* - The Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner when granting planning permission. The obligation is termed a Section 106 Agreement. These agreements are a way of dealing with matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

*Strategic Flood Risk Assessment* – the aim of the SFRA is to map all forms of flood risk over the plan area and use this as an evidence base to locate development primarily in low flood risk zones.

*Sustainability Appraisal* – an appraisal of the economic, environmental and social effects of a plan, applied from the outset of the plan process to allow decisions to be made that accord with sustainable development. Required under UK and EU law.

*Treatment* – any form of processing that is intended to prepare waste for re-use, recycling, or recovery – includes recycling, composting, anaerobic digestion biological, chemical or other process and incineration, gasification, and emerging technologies as well as the sorting, separation, bulking up and transfer of waste. In the context of this Waste Core Strategy treatment does not include disposal.

*Water Framework Directive* - A European directive which became part of UK law in December 2003. It provides an opportunity to plan and deliver a better water environment, focussing on ecology, which will be delivered through river basin management planning.

*Waste Transfer Station* – a site, either within a building or open air, where waste materials are taken to be bulked up before being taken to other facilities for treatment or disposal. Some also carry out basic sorting operations, making them similar to Materials Recovery/Recycling Facilities.

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<sup>i</sup> <http://www.environmentlaw.org.uk/brexit>

<sup>ii</sup> Preliminary Waste Needs Assessment, Nottinghamshire County Council and Nottingham City Council, February 2020

<sup>iii</sup> In some cases, the waste origin may only be recorded by region or the waste may pass through an intermediate transfer facility outside the Plan which will obscure its origin.

<sup>iv</sup> Lichfields, (2021); Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study. The Nottingham Employment Land Needs Study only includes projections for six of the Nottinghamshire local authorities (excludes Bassetlaw). As Bassetlaw is a comparable size (both geographically and in population) to Newark and Sherwood, the same employment projection for Newark and Sherwood has been applied to Bassetlaw.

<sup>v</sup> Our Waste, Our Resources: A Strategy for England, Defra, 2018

<sup>vi</sup> Anaerobic digestion is classed as ‘other recovery’ within the waste hierarchy, but elements of the process can contribute towards UK recycling targets under current guidance.

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vii Annex II of the Waste Framework Directive sets out an energy efficiency formula (R1) to be applied to incineration facilities

viii De-pollution of end-of-life vehicles (.i.e. removal of fuel, oil, gases etc.) must be carried out within a building.

ix Crushing and screening of construction and demolition waste (soils, aggregate etc.) is often carried out on site as part of the construction/demolition project. This does not normally require specific planning permission.

**5 January 2022****Agenda Item:9****REPORT OF THE CORPORATE DIRECTOR, PLACE****ACTIVE TRAVEL FUND – TRANCHE 2 INFRASTRUCTURE PROGRAMME****Purpose of the Report**

1. The purpose of this report is to seek Committee approval to implement the Dovecote Lane, Beeston point closure scheme funded through the Active Travel Fund (ATF) Tranche 2 infrastructure programme.

**Information**

2. At its meeting on 13 October 2021, it was reported, as part of the 'Active Travel Fund – Tranche 2 Infrastructure Programme' report, that the location and potential impacts of the Dovecote Lane road closure proposal were being reviewed following concerns raised during the first round of consultation and that an update report would be brought to a future Committee once this work had been finalised.
3. A point closure on Dovecote Lane to through traffic was proposed as part of the ATF bid to provide a quiet route for cyclists and pedestrians. The road has formed a well-used rat run for many years and carries around 1,800 vehicles a day. The carriageway is very narrow at the northern end and has no footway on the western side for 160m. The footway on the opposite side is narrow in places, barely meeting the minimum standards. The road is used for on-street parking which further restricts space available for cyclists and can make it intimidating to cycle on.
4. Dovecote Lane forms a key part of the strategic cycle network: it forms part of the designated route between the town centre and railway station, as well as connecting the town centre to the National Cycle Network Route 6. Despite the poor cycling environment, around 80 cycle trips take place a day.
5. The route has also recently been identified as a potential section of the strategic Nottingham to Derby cycle network that is being funded by the City Council through the Transforming Cities Fund. This project aims to provide a high-quality route between the two cities which would also offer significant benefits to local cyclists.
6. Removing through traffic would offer significant benefits to residents of Dovecote Lane (80% of those who responded to the consultation were in favour) as well as to pedestrians and cyclists. Lower traffic levels would reduce the adverse impacts of noise and air pollution and would create a much more resident-centric streetscape. There is a children's playground at the southern end of this section of the road, and the removal of a significant proportion of traffic from the park entrance will greatly improve the perception of safety in the area.

7. However, outside of the Dovecote Lane residents, the initial proposal did not command such high levels of support. Concerns were raised by residents living on nearby streets about
  - The transfer of traffic onto other residential streets
  - The transfer of traffic onto nearby signalled junctions and Station Road
  - Having to leave and return to properties via Queens Road.
8. It was agreed that alternative proposals would be considered to determine if there was a way to improve the cycling environment while also addressing the concerns of those who objected.
9. A study has been undertaken to consider a range of alternatives and a preferred option has been identified. The proposed option would involve the introduction of an Experimental Traffic Regulation Order (ETRO) to close Dovecote Lane to through traffic at a point immediately north of West End in Beeston (see Appendix 1). The revised proposal would address the concern about transfer of traffic onto other residential streets.
10. Traffic surveys have been carried out to consider the likely impact of the transfer of traffic to nearby signalled junctions. However, the complex nature of traffic manoeuvres in the area and the on-going uncertainty around future traffic levels post-Covid means that it has not been possible within the delivery timescales to carry out a definitive study of the possible impact of the road closure on congestion and delays on the neighbouring road network. The proposed experimental Order will allow the impact to be assessed in real time, and monitoring work will be on-going.
11. An experimental Order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Part of this monitoring and assessment is to seek views on the impacts of the measures following their introduction. Changes to the proposals can, however, be made during the first six months of the experimental period, if necessary, to help overcome any issues identified with the scheme before Committee decides whether or not to make the changes brought in by the experimental order permanent.
12. Officers met the local Member on-site to discuss the proposals and have provided a summary of the investigation. Due to the potentially contentious nature of the proposals, the local Member has suggested that further informal consultation is undertaken with local residents prior to the introduction of the scheme. Whilst ideally we would prefer to undertake this consultation prior to implementing the Order, it would adversely impact on the delivery of the project within the necessary funding timescales (that is, before 31 March 2022). It is proposed that the further consultation requested by the local Member is undertaken with residents following the introduction of the experimental order so that their views can be sought based on actual experiences and the impacts of the measures.
13. It is therefore proposed that the County Council progresses the implementation of an Experimental Traffic Regulation Order (ETRO) to close Dovecote Lane to through traffic at a point immediately north of West End in Beeston (see Appendix 1). It is also proposed that, as part of the ETRO, detailed consultation is undertaken with the local Member and residents at least one month after the introduction of the ETRO and before a decision is made on whether to make the ETRO permanent.

## **Further Scheme/Programme Development, Design and Consultation**

### **Other Options Considered**

14. The options currently being considered are set out within this report.

## **Reasons for Recommendation**

15. The project detailed within this report has been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The measures detailed in the report have been developed to reflect a balance of delivery of the County Council's strategic and transport objectives, member, public and stakeholder requests and priorities, evidence of need (including technical analysis), and value for money.

## **Statutory and Policy Implications**

16. 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**

17. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

## **Public Sector Equality Duty implications**

18. The programme detailed within this report complies with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

19. Equality impact assessments of each of the individual elements of the ATF Tranche 2 infrastructure programme have also been undertaken by project managers as part of the scheme development to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

## **Implications for Sustainability and the Environment**

20. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads. The ATF Tranche 2 infrastructure programme and specific scheme contained within this report has been developed to help address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

## **RECOMMENDATION**

- 1) It is recommended that Committee approves the delivery of the Dovecote Lane, Beeston experimental road closure.

**Adrian Smith**  
Corporate Director, Place

**For any enquiries about this report please contact:**

Paul Hillier – Local Transport Plan Officer, Local Transport Plans & Programme Development

**Constitutional Comments (LPW 23/11/2021)**

21. The recommendations fall within the remit of the Transport & Environment Committee by virtue of its terms of reference.

**Financial Comments (RWK 22/11/2021)**

22. There are no additional financial implications arising from the report. The revenue and capital costs required to deliver the scheme detailed in the report will be funded from existing revenue budget and capital programme allocations.

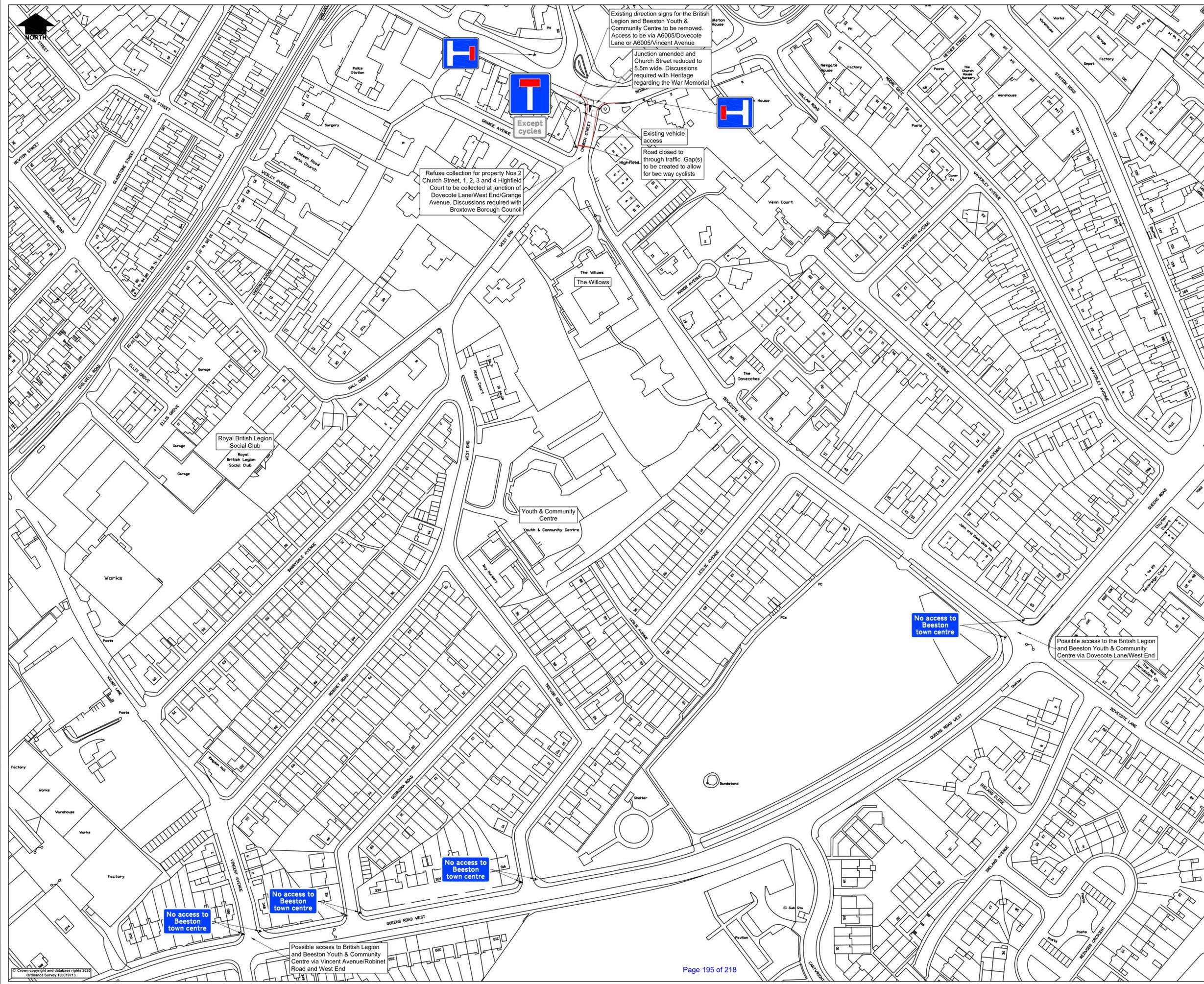
**Background Papers and Published Documents**

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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- D2N2 Local Cycling and Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Highways Capital & Revenue Programmes 2021/22 – 15 June 2021 Transport & Environment Committee report
- Active Travel Fund – Tranche 2 Infrastructure Programme – 13 October 2021 Transport & Environment Committee report

**Electoral Division(s) and Member(s) Affected**

- Beeston Central & Rylands            Kate Foale



**KEY**

- Existing Arrangement
- Proposed Arrangement
- Proposed traffic sign

- NOTES**
1. This drawing is to be read in conjunction with all other relevant drawings, details and specifications.
  2. Do not scale from this drawing.
  3. All measurements are given in metres unless otherwise stated.

DRAFT

Rev.	Description	Drawn	Ch'kd	Auth	Date
<b>Active Travel Fund Dovecote Lane, Beeston</b>					
Information		Project No. TP2150482			
<b>Proposed Point Closure on Dovecote Lane near West End / Middle Street Junction</b>					
Scale	1:1250 @A1	Drawn	MB	Date	28.07.2021
		Ch'kd	PRD	Date	28.07.2021
		Auth	PRD	Traced	MB
Drawing No.	ATF-HSP-HGN-DL-DR-CH-001				Rev.
					0





5 January 2022

Agenda Item:10

**REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA,  
BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC  
REGULATION ORDER 2021 (5303)****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

**Information**

2. Dovecote Lane is narrow residential cul-de-sac street that provides pedestrian access, via a footbridge across the railway line. It is located approximately one kilometre south-east of Beeston town centre. A popular public house and restaurant is located at the southern end of the cul-de-sac. This section of Dovecote Lane is subject to waiting restrictions. These comprise of double and single yellow lines and a two-hour parking bay located outside the public house, which accommodates up to six vehicles.
3. Planning permission to build 62 new dwellings on the disused Maltings site, south-east of Dovecote Lane was granted by Broxtowe Borough Council in 2021. A new access road running parallel to and on the north side of the railway line, will be created to serve the development and the southern section of Dovecote Lane realigned to reflect the new layout. This will ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are also proposed to ensure the safe and efficient operation of the new access road.
4. It is proposed to introduce No Waiting At Any Time restrictions (Double Yellow Lines) at the new junctions within the development and on the new access road. It is also proposed to reduce the extents of the existing two-hour parking bay (in operation Mon-Sat 8am-6pm) located outside the Victoria Hotel on the north-east side of Dovecote Lane to allow an extension of the existing Double Yellow Lines to provide unobstructed access to the new development which will enable larger vehicles to manoeuvre through the realigned road layout.
5. These proposals were publicly advertised between 30<sup>th</sup> July and 27<sup>th</sup> August 2021, as detailed on the attached drawing H/SLW/3741/01.

**Objections Received**

6. During the consultation period four responses were received. Two responses, including Nottinghamshire Police, supported the proposals. The remaining two responses, including one from County Councillor Foale are considered to be outstanding objections to the proposals.

7. Objection – reduction in capacity of two-hour parking bay

County Councillor Foale and another respondent both objected on the grounds that reducing the extent of the two-hour parking bay outside the public house would have a detrimental effect on the adjacent public house. They stated that parking was already limited in the area and that further reducing the opportunity to park would negatively affect trade. One respondent stated that their disability meant that they relied on these parking bays to access the pub and considered that the reduced parking bay and highway alterations would make this almost impossible.

8. Response – reduction in capacity of two-hour parking bay

There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the provision of this must always be secondary to the safe and efficient operation of the highway. The realignment of Dovecote Lane for the new access road means that the existing parking bay must be reduced in length as larger vehicles would be unable to pass with the existing parking arrangement. The reduced length bay will still provide parking for up to four vehicles. The public house has an off-street carpark which remains available to customers of the premises and is free of charge.

9. The proposals have been kept to the extents necessary to ensure the effective and safe movement of pedestrians and vehicles to the new development. Unrestricted on-street parking remains available to all users on the highway network further away from these locations, providing additional free on-street parking opportunities, and existing waiting restrictions on Dovecote Lane near to its junction with Barton Street (Single Yellow Lines), approximately 70m north of the public house, can also be utilised for parking by disabled badge holders for periods of up to three hours.

10. At the 17th November 2021 Transport and Environment Committee meeting Members deferred the report to enable further consideration be given to whether the reduction in parking could be mitigated by the provision of new on-street parking bays adjacent to the southern bend of the new access road near the railway line.

11. The matter was re-examined and it was confirmed that parking bays on the bend, either on the carriageway or parallel to it could not be supported by the Safer Highways Team. They cited concerns with vehicles manoeuvring into and out of parking spaces on a sharp bend with limited forward visibility. They also noted that there was insufficient space to enable off-carriageway parking spaces to be provided in such a configuration that would enable drivers to enter and leave the parking area in a forward gear.

### **Other Options Considered**

12. The highway alterations are required to comply with conditions associated with an approved planning application. Consideration was given to whether the parking bay could be extended to the south, but this was not achievable due to the new alignment.

### **Comments from Local Members**

13. County Councillor Foale objected to the proposals as she was concerned about the reduction in car parking spaces which Cllr. Foale considers are important for the continued success of the business. Cllr. Foale has stated that there is already limited parking in the vicinity and reducing it further could have a negative impact on the public house's continuing trade.

## **Reasons for Recommendation**

14. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the new access road with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the developments planning conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

## **Statutory and Policy Implications**

15. 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**

16. Nottinghamshire Police raised no objections to the proposals.

### **Financial Implications**

17. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

### **Human Rights Implications**

18. 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**

19. 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.

20. 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.

21. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

### **Implications for Sustainability and the Environment**

22. The proposed waiting restrictions are designed to facilitate the safe operation of the highway 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**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Dovecote Lane Area, Beeston) (Prohibition of waiting and parking places) Traffic Regulation Order 2021 (5303) is made as advertised and the objectors informed accordingly.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Helen North – Improvements Manager (0115 9772087) / Sonya Hurt – Head of Major Projects and Improvements

### **Constitutional Comments (SJE – 20/10/2021)**

23. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning and management of highways, to traffic management and traffic regulation orders, and of parking provision, has been delegated.

### **Financial Comments (SES 13/10/2021)**

24. The financial implications are set out in paragraph 17 of the report.

25. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

### **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.

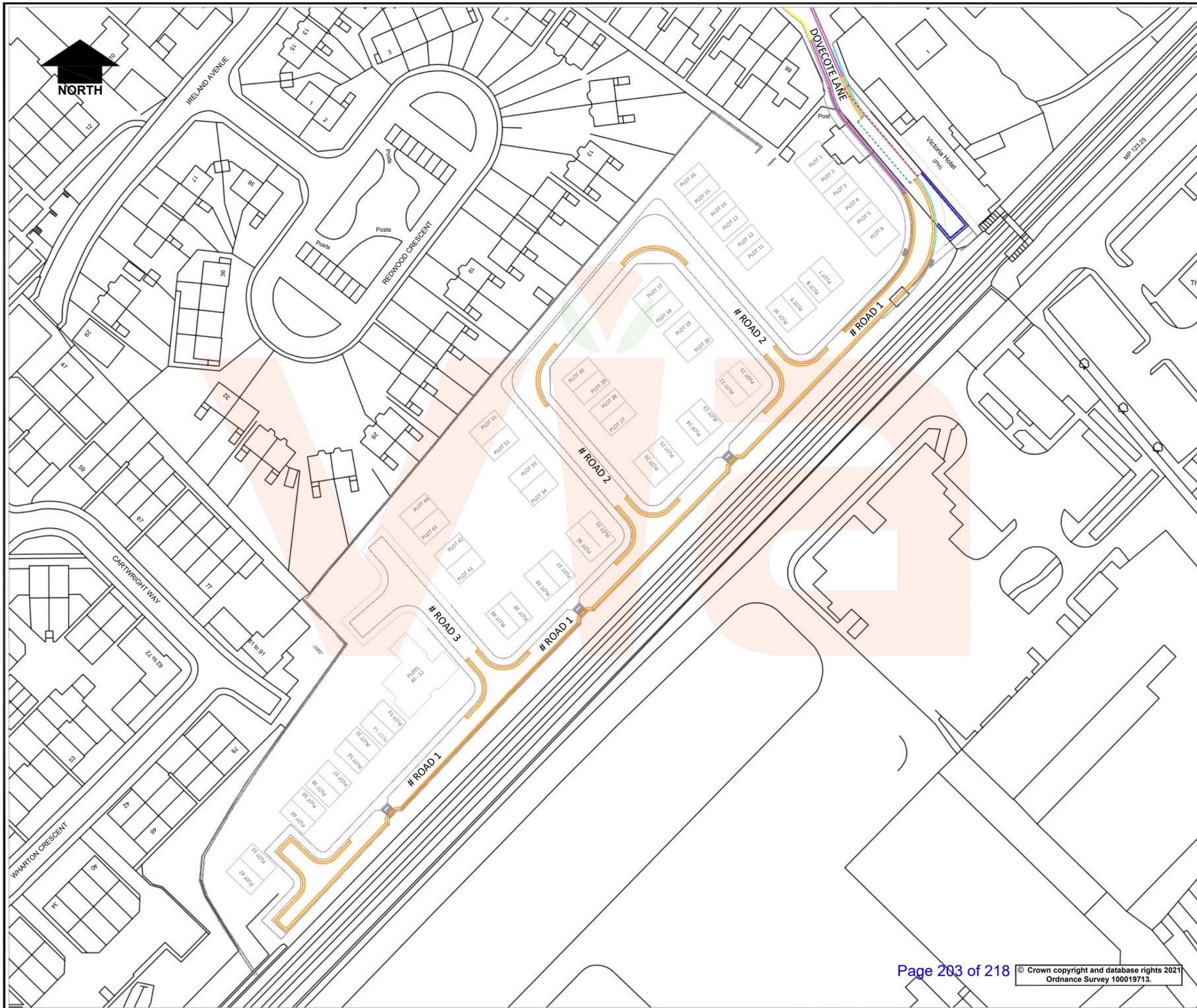
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, and Nottingham.

- Equality Impact Assessment: Dovecote Lane, Beeston (TRO 5303)

## **Electoral Division(s) and Member(s) Affected**

- Beeston Central and Rylands      Councillor Kate Foale





**KEY**



Proposed Double Yellow Lines  
(No Waiting At Time)



Proposed new 2 hour parking bay  
(reduced in length)



Existing Double Yellow Lines to  
be retained



Existing Double Yellow Lines to be  
removed due to change of road layout



Existing Single Yellow Line  
(Mon to Sat 8am - 6 pm)



Existing 2 hour parking bay to be  
remove due to realignment of road



New alignment of road

Rev.	Description	Drawn	Ch'kd	Auth	Date
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Project

**The Maltings  
Dovecote Lane, Beeston**

Status **Advert** Project No. **TRO 5303**

Drawing Title  
**Proposed Parking  
Restrictions - Advert  
Plan**

Scale <b>1:1000 @A3</b>	Drawn	SLW	Date	June '21
	Ch'kd	MN	Date	June '21
	Auth	HRN	Traced	

Drawing No. **H/SLW/3749/01** Rev. **0**





# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:

Dovecote Lane, Beeston (TRO 5303)

Details are set out:

THE NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)

Officers undertaking the assessment:

Naomi Cook – Senior Projects and Improvements Manager, Via East Midlands Ltd  
Helen North – Improvements Manager, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date:

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

## Part A: Impact, consultation and proposed mitigation

### 1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

As a result of development on the disused Maltings Site at the south-east end of Dovecote Lane, a new access road will be constructed. It is proposed to introduce No Waiting At Any Time restrictions (Double Yellow Lines) at the new junctions within the development and on the new access road. It is also proposed to reduce the extents of the existing two-hour parking bay (in operation Mon-Sat 8am-6pm) located outside the Victoria Hotel on the north-east side of Dovecote Lane to allow an extension of the existing Double Yellow Lines to provide unobstructed access to the new development which will enable larger vehicles to manoeuvre through the realigned road layout.

The proposals will ensure the effective and safe movement of pedestrians and vehicles to and from new development.

**2 Protected Characteristics: Is there a potential positive or negative impact based on:**

Age	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race <small>including origin, colour or nationality</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation <small>including gay, lesbian or bisexual</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

**3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:**

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No Negative Impact		

**Part B: Feedback and further mitigation**

**4 Summary of consultation feedback and further amendments to proposal / mitigation**

During the consultation, four responses were received. Within those responses, two were considered to be outstanding objections, one of which raised concerns about health and wellbeing issues relating to their disability. The respondent qualifies for a blue badge, stating that they had limited mobility and needed to access the public house and restaurant by car. The objector uses the existing two-hour parking bays and states that parking in the area is always in high demand.

The realignment of Dovecote Lane for the new access road means that the existing parking bay must be reduced in length as larger vehicles would be unable to pass with the existing parking arrangement. The reduced length bay will still provide parking for up to four vehicles. The public house has an off-street carpark which remains available to customers of the premises and is free of charge.

Unrestricted on-street parking remains available to all users on the highway network further away from these locations, providing additional free on-street parking opportunities. In addition, existing waiting restrictions on Dovecote Lane near to its junction with Barton Street (Single Yellow Lines), approximately 70m north of the public house, can also be utilised for parking by disabled badge holders for periods of up to three hours.

The proposals have been kept to the extents necessary to ensure the effective and safe movement of pedestrians and vehicles to the new development. No further alteration to the scheme is proposed as a result of the EqlA.

Completed EqlAs should be sent to [equalities@nottscc.gov.uk](mailto:equalities@nottscc.gov.uk) and will be published on the Council's website.





**5 January 2022**

**Agenda Item:11**

## **REPORT OF THE SERVICE DIRECTOR, PLACE & COMMUNITIES**

### **NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME ARRANGEMENTS FOR 2022 / 2023**

#### **Purpose of the Report**

1. To seek approval for the Nottinghamshire Concessionary Travel Scheme (NCTS) for 2022/2023, publication of the final scheme statutory notice on 3 March 2022 and the proposed funding (subject to Full Council budget approval in February 2022).
2. To seek approval to grant delegated power for the Service Director for Place & Communities to agree the final reimbursement arrangements and associated financial commitments for the statutory NCTS from 1 April 2022 in conjunction with the Chairman and Vice Chairman of the Transport & Environment Committee and the Head of Highways & Transport.
3. To seek approval to consult on the Council's future approach to the tram concession arrangements. A further paper to Committee will follow the consultation.
4. To seek approval to continue with the Council's additional discretionary elements of the scheme from April 2022, which are estimated to cost £1.028m, pending the outcome of the consultation on the tram concession.

#### **Information**

5. Within the Nottinghamshire Plan, transport is highlighted as an important part of achieving a 'healthy, prosperous and greener future for everyone'. To help realise this vision; the Council provides concessionary travel for Nottinghamshire's elderly and disabled residents, enabling those residents to access work, training, health, shopping, and leisure facilities.
6. The Council has been a Travel Concession Authority (TCA) since April 2011 and has the duty to provide free travel on local bus services for holders of a valid English National Concessionary Travel Pass (ENCTS) for journeys that commence within the Council administrative boundary. Free travel is available between 0930 and 2300 weekdays and all day at weekends and on bank holidays anywhere in England.
7. Concessionary travel passes for bus use are available to those who qualify on the grounds of age or disability. The age of entitlement is gradually being increased, for both men and women, in line with the rise in state pension age. At present there are approximately 153,400 Nottinghamshire pass holders.

8. The eligibility criteria for a bus concessionary travel pass on grounds of disability are defined in legislation and summarised below as a person who:
  - a. Is blind or partially sighted
  - b. Is profoundly or severely deaf
  - c. Is without speech
  - d. Has a disability, or suffered an injury, which has a substantial and long-term adverse effect on their ability to walk
  - e. Does not have the use of both arms whether by the loss of limbs or otherwise.
  - f. Has a learning disability
  - g. Would have an application to drive a motor vehicle refused due to a disability (excluding those who would be refused because of alcohol or non-prescription drugs use).
9. TCAs can offer, and fund, additional travel entitlements using discretionary powers from Section 93 of the Transport Act 1985. The Council currently offers three additional travel entitlements for Nottinghamshire residents; these are free travel on the tram (£900k), a companion travel facility attached to passes issued for certain severe disabilities (£70k), and free travel for disabled pass holders on Section 19 minibuses in the County (£58k). The estimated annual costs of these additional entitlements are shown in brackets above and are entirely funded by the Council in contrast to the National Concessionary bus scheme as explained above - this is primarily funded by central government.
10. Free travel on the tram is non-statutory because it is not included in English National Concessionary Fare Scheme legislation.
11. Holders of Nottinghamshire concessionary travel passes are entitled to free travel on the tram at the same times as on local bus services detailed in paragraph 6. Unlike the reimbursement duty for the statutory bus concession, the Council is responsible under the current non-statutory arrangement for reimbursing the tram operator for all travel by Nottinghamshire pass holders only. This travel entitlement covers the entire Nottingham tram network.
12. Passes with the additional companions' entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows one additional person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire.
13. Disability passes can also be used on minibuses such as the easylink service, and this entitles pass holders to 50% discounted travel on these services.

## **Proposals**

14. It is proposed that the discretionary companion and section 19 elements of the current scheme continue in 2022/23.
15. Pre-Covid, there were approximately 1.1m journeys undertaken annually by approximately 60k County residents on the tram network. The Council is responsible for reimbursement to the tram operator, under an agreement with the operator which commenced on the completion of line 2 and 3 in 2015.

16. Due to the significant cost of the non-statutory tram concession, it is considered prudent to publicly consult on a range of options around the tram concession in the future. The options to be considered will include the continuation of the current tram concession arrangements, revised arrangements to maintain access for priority groups and partial or full withdrawal. A further committee report will follow the consultation in Summer 2022.

## **Reimbursement**

17. The Council is responsible for reimbursing transport operators for all statutory free concessionary travel commencing within Nottinghamshire, irrespective of which TCA issued the pass. The Council has met its duty to issue a draft notice of the proposed scheme by 1st December 2021 and must issue a final scheme notice by 3rd March 2022 to enable the scheme to commence on 1st April 2022. The final notice must detail scheme entitlements and reimbursement arrangements.
18. Transport operators have a duty to accept travel passes on the local bus services they operate. Travel is permitted under the terms of carriage of each operator.
19. Reimbursement is calculated to ensure that each transport operator is “no better or no worse off” as a result of carrying the concessionary passengers. The Department for Transport (DfT) has issued guidance to assist with these calculations. Although it is not mandatory to use this guidance it has been used as the basis of negotiations with transport operators to minimise the risk of any appeals against the level of reimbursement. A small number of services, mainly rural shopper, market day or infrequent services, do not fall within the scope of the guidance and a local methodology will be used to calculate reimbursement for these services.
20. The Council had negotiated, pre-covid, fixed reimbursement arrangements with most operators to maintain network stability and service provision, whilst giving financial certainty to all parties during the current challenging economic climate. The Council has been advised by government to continue to pay at these levels throughout the pandemic up until April 2022, with some adjustments to reflect reduced service provision during the pandemic. These arrangements are going to be reviewed in April 2022. There are currently 23 transport operators participating in the Nottinghamshire scheme of which 17 are bus operators, 1 tram operator and 5 community transport schemes.
21. All reimbursement arrangements will be renegotiated and will be agreed as in previous years following the reimbursement guidance once patronage levels have settled to a ‘new norm’. The agreements for any fixed reimbursement will be constantly monitored against the review clauses upon receipt of actual patronage data and any service registrations submitted.
22. The actual costs of the scheme will be determined through historic passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel. The Council makes total reimbursement of approximately £11.239m (2021/2022 figures) to transport operators for approximately 11 million passenger journeys per annum.

## **Other Options Considered**

23. No other options are available for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty.

## **Reasons for Recommendations**

24. The recommendations ensure that the Council meets its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire. The need for the delegated authority ensures that the Council can issue the statutory notice for the scheme and agree reimbursement levels by 3 March 2022.
25. Due to the significant cost of the non-statutory tram concession, it is considered prudent to consult on a range of options around the tram concession in the future

## **Statutory and Policy Implications**

26. 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.

## **Equal Opportunities Implications**

27. The provision of the concessionary travel scheme and the additional discretionary elements ensures that elderly and disabled can access key services thus improving their quality of life and enhancing social inclusion.
28. An equality impact assessment will be provided as part of the public consultation on future tram arrangements.

## **Financial Implications**

29. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £11,239,000 in 2022/23. As detailed above the final costs will be subject to agreements with transport operators and the subsequent demand for travel during 2022/23. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.

## **RECOMMENDATIONS**

- 1) Committee approves the Nottinghamshire Concessionary Travel Scheme and proposed funding for 2022/2023 and publication of the final scheme notice on 3 March 2022, subject to Full Council budget approval.

- 2) Committee grants delegated power for the Service Director for Place & Communities to agree the final reimbursement arrangements and associated financial commitments from 1 April 2022 in conjunction with the Head of Highways & Transport and the Chairman and Vice Chairman of the Committee.
- 3) Committee approves a public consultation on the Council's future approach to the tram concession. A further committee paper will follow in Summer 2022
- 4) Committee approves the Council's additional discretionary elements of the scheme from April 2022, which are estimated to cost £1.028m, pending the outcome of the consultation on the tram concession.

**Derek Higton**  
**Service Director, Place & Communities**

**For any enquiries about this report please contact:** Gary Wood, Head of Highways & Transport

### **Constitutional Comments (CEH 14/12/2021)**

30. The recommendations fall within the remit of Transport and Environment Committee under its terms of reference.

### **Financial Comments (DJK 20/12/2021)**

31. As stated in the report the overall concessionary budget for 21/22 is £11,239k. The final costs will be subject to agreements with transport operators and the subsequent demand for travel during 2022/23. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.
32. The report also proposes that the Council undertakes a consultation with residents on options regarding the provision of tram travel, which is £900k for the current provision.

### **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.

- Draft Nottinghamshire Concessionary Travel Scheme – December 2021
- Department for Transport Reimbursement Guidance - November 2021

### **Electoral Divisions and Members Affected**

- All



**5 January 2022**

**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 2021-2022

#### **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 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: Noel McMenamin, Democratic Services Officer on 0115 993 2670**

### **Constitutional Comments (CEH)**

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

### **Financial Comments (SES)**

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.

- None

### **Electoral Division(s) and Member(s) Affected**

- All

## Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
<b>5 Jan</b>			
Jan	T&E	Finance and performance report Q2	Chris Williams/Steph Shardlow
Jan	T&E	Nottinghamshire and Nottingham Joint Waste Local Plan	Sally Gill/Stephen Pointer/Nina Wilson
Jan	T&E	Nottinghamshire Concessionary Travel Scheme	Gary Wood/Pete Mathieson
Jan	T&E	Corporate Environment Strategy and Greenhouse Gas Emissions	Mick Allen/Alex Smith
Jan	T&E	Climate Change Response	Mick Allen
Jan	T&E	Active Travel Fund – Tranche 2 Infrastructure Programme – Dovecote Lane	Gary Wood/Paul Hillier
Jan	T&E	Recycling Centre (RC) Strategy Review	Mick Allen/Rachel Fowler
<b>9 Feb</b>			
Feb	T&E	Charging for Highways and Transport Services	Gary Wood
Feb	T&E	Streetworks Permit Scheme Annual Report	Gary Wood/Gareth Johnson
Feb	T&E	Highway Improvement Plan	Gary Wood
Feb	T&E	EV Charging Update (deferred from Sept)	Gary Wood
Feb	T&E	TRO Forge Hill, Chilwell	Gary Wood/Helen North
<b>23 Mar</b>			
Mar	T&E	Highways Asset Management	Gary Wood
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
Mar	T&E	Provisional Highways Externally Funded and Revenue Programmes 2022/23 (deferred from January)	Derek Higton/Gary Wood
<b>4 May</b>			
May	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood
May	T&E	LTP Implementation Plan	Gary Wood/Sean Parks
<b>15 June</b>			
June	T&E	Finance and performance report Q4	Chris Williams/Steph Shardlow
June	T&E	LCWIP Priorities for Future Investment	Gary Wood

<b>27 July</b>			

To schedule:  
Transport Out of Hours Service  
Car Pools/Sharing