

Melton Road, Edwalton

**DEVELOPMENT FRAMEWORK
SUPPLEMENTARY PLANNING DOCUMENT**

Adopted October 2015



Rushcliffe
Borough Council

Melton Road, Edwalton

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PURPOSE OF THE DOCUMENT

This Supplementary Planning Document has been prepared on behalf of Rushcliffe Borough Council, working in collaboration with the main landowners and developers of the site. The purpose of the document is to provide a comprehensive development framework for the whole of the Melton Road, Edwalton sustainable urban extension. The development area is identified at Figure 1.

The purpose of this Framework is to provide strategic guidance for the preparation and determination of planning applications for parts of the development area and to ensure the co-ordinated achievement of key development targets. Applications that are not in accordance with this Framework are unlikely to be approved by the planning authority.

This Development Framework is supplementary to the Rushcliffe Local Plan Part 1: Core Strategy, it supports its implementation and has regard to the extant planning permission for part of the site.

This document has been finalised following public consultation and adopted by the Borough Council as a Supplementary Planning Document to be used to help determine planning applications on the site.

01 INTRODUCTION

The Site, Planning History and Context

The development area lies to the east and west of Melton Road, to the south and west of Edwalton (and West Bridgford) and to the north of the A52. The site location is illustrated at Figure 1 adjacent.

The extent of the site accords with the Core Strategy allocation, which allocates the site for a sustainable urban extension comprising around 1500 dwellings, up to 4ha of employment-generating uses, a local centre and other community facilities as appropriate.

A significant part of the site has planning permission (which has in part been implemented) for mixed use development, including 1200 homes, a local centre, primary school and new commercial and business space. The approved scheme has stalled due to infrastructure challenges and viability issues.

There is also extant planning permission for a Waitrose Food Store and a Local Centre together with planning permission for an at-grade junction on Melton Road to serve the whole site.

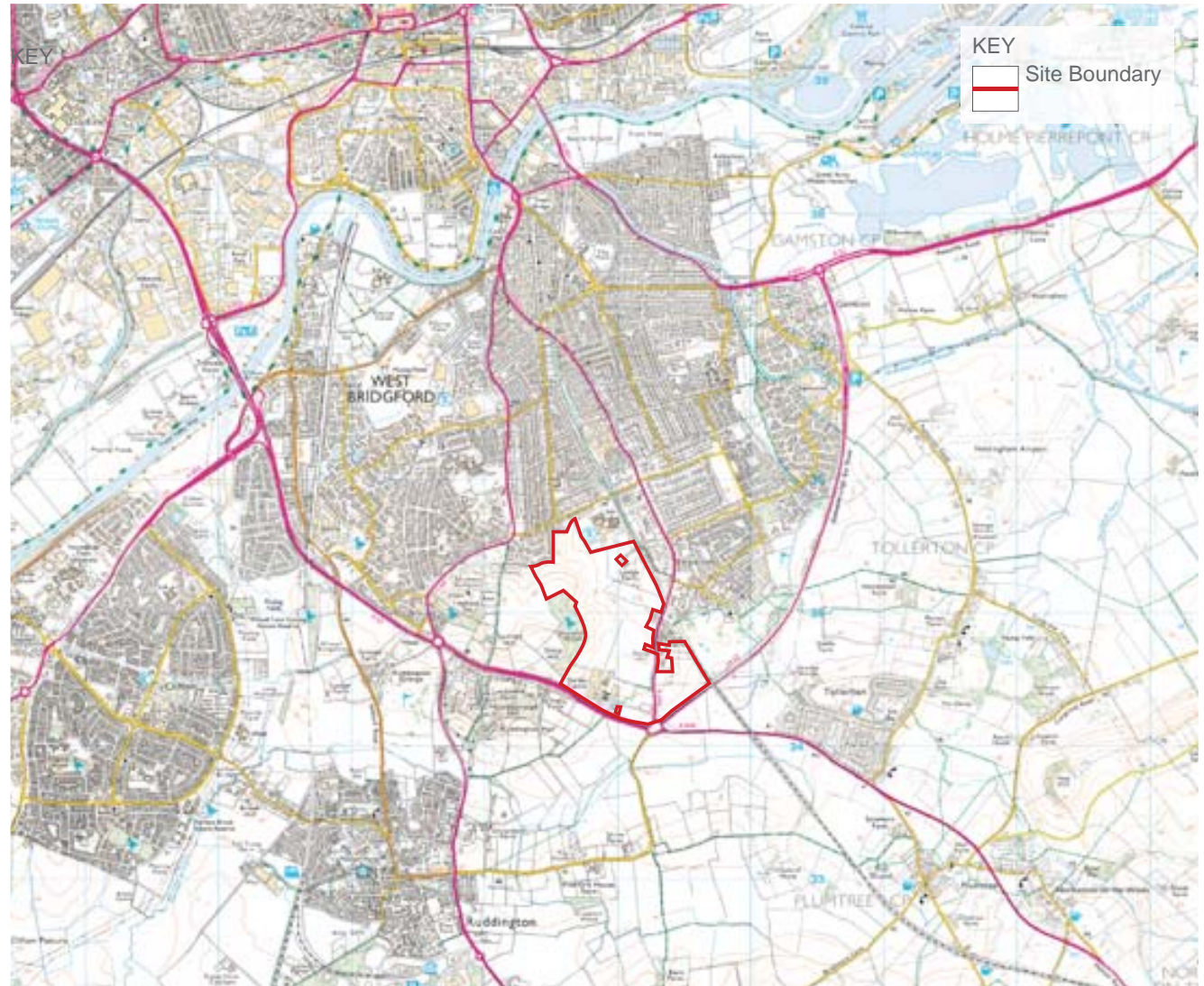


Figure 1: Site Location

The Vision

The development area at Edwalton is one of a number of allocated sites in the Local Plan that will assist the Council in meeting the current and future housing needs of the area.

Development of the site provides an opportunity to comprehensively plan for an extension to the area of West Bridgford. The Framework must address the needs for new homes whilst responding to the special character of West Bridgford and Edwalton that have contributed to their success as attractive places to live.

The development area should be a sustainable urban extension, integrated with and related to the existing urban area, reflecting local character.

The Development's Vision is not to recreate, or generate pastiche, but to analyse what is already in the local area, in terms of traditional design clues, and provide a starting point for high quality design. This includes the type of streets, type of spaces, and typical materials.

The objective is to move away from bland vehicular led 'non-descript housing estates' and to deliver an attractive enduring place, which is related to its built and natural context.

A well-considered place is not just about well-designed homes and buildings, but also the quality of the streets and movement routes. This includes how buildings interact with the streets and the quality of the landscape, green spaces and the public realm. All of these elements should be adopted.

The Role of the Development Framework

The preparation of a comprehensive plan, or Development Framework, is an important step to guide all future stages of development. The Rushcliffe Local Plan Part 1: Core Strategy, and in particular its Policy 20, establishes the policy requirements for development of the site. This document supplements the Core Strategy in order to provide more specific detail to guide planning applications, which will follow on and contain more detailed proposals.

The Development Framework provides the design strategy and guidance fundamental to achieving a high quality development with a strong identity, activity and a 'sense of place'. It sets out general planning policies, and design principles specific to the development area. It accords with the policies contained in the Rushcliffe Core Strategy. It also has regard to the main principles established by the extant planning consents.

The Framework establishes:

- The disposition of land uses and facilities;
- The relationship of land uses with each other, and the surrounding areas;
- Development zones and phasing of infrastructure;
- General design and development principles to guide the form and nature of development; and
- The necessary transport, community, landscape and other infrastructure necessary for the successful delivery of the whole scheme.

This Development Framework has been prepared on behalf of the Borough Council working collaboratively with the main landowners and developers. It is anticipated that the document will be adopted as a Supplementary Planning Document and used by the Borough Council as a material consideration in the determination of planning applications. Applications that are not in accordance with this Framework are unlikely to be approved.

This document outlines a development scenario that allows for the separate delivery of different parts of the site, whilst ensuring that the development area is developed in a comprehensive way; and is deliverable in its entirety, including the provision of key whole site infrastructure. The Framework therefore sets out:-

- The expected development capacity;
- The range of facilities needed to support the new population;
- The strategic infrastructure needed to facilitate the new development and how this infrastructure should be secured; and
- Potential development zones and the phasing of strategic infrastructure.



02 SITE ANALYSIS

Introduction

This Development Framework has been prepared having regard to an analysis of the site, planning policy and relevant planning history. It identifies the key policy requirements set out in the Core Strategy. It then sets out the key conclusions of the technical work undertaken to assess the site and the potential environmental effects of development. This draws heavily on the work carried out as part of the preparation of the Core Strategy and work undertaken as part of the various extant planning permissions. This section concludes by identifying key design principles, opportunities and constraints.

Planning Policy

The Development area allocated in the Rushcliffe Core Strategy. Policy 20 sets out the proposals for the site. It states:-

“The area, as shown on the adopted policies map, is identified as a strategic site for housing for around 1,500 dwellings, up to 4 hectares of B1 and/or employment generating development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2028. The indicative distribution of the proposed uses is identified on Figure 1.”

The indicative distribution of the proposed uses is shown at Figure 1 of Policy 20 and is Figure 2 here.

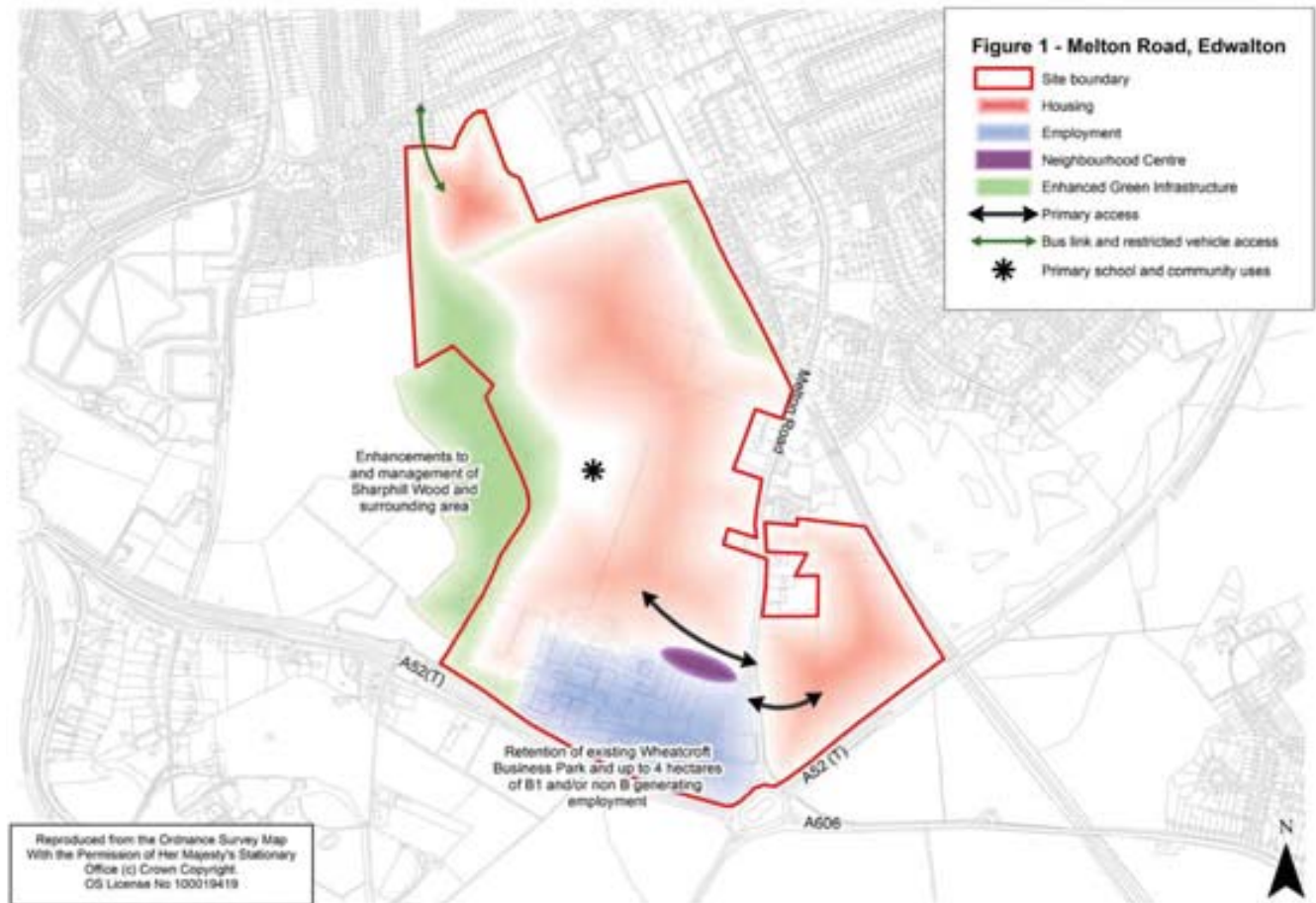


Figure 2: Allocations Plan (Rushcliffe Core Strategy Main Modifications August 2014)

The development will be subject to the following requirements:-

A. Housing

1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;
2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre and along the strategic bus corridor;

B. Employment

3. There should be provision of B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing Wheatcroft Business Park to provide for a wide range of local employment opportunities where appropriate;
4. Redevelopment or expansion of existing businesses at Wheatcroft Business Park for employment purposes will be permitted subject to design, amenity and transportation considerations;

C. Neighbourhood Centre

5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;
6. A Community Hall of an appropriate scale to serve the new development should be provided

D. Transportation

7. Primary vehicular access should be provided off A606 Melton Road, with bus, emergency and a limited amount of local traffic movement provided through Musters Road;
8. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;
9. Improvements to walking and cycling facilities and public transport links through and beyond the site;
10. Implementation of a travel plan;
11. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham);

Other Requirements

12. Sewage and off-site drainage improvements;
13. An appropriate sustainable drainage system;
14. The creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements for Sharphill

Wood and its environs;

15. Landscape buffers between the employment use and housing within the development;
16. The provision of or upgrade to sports areas and the provision of play areas, with necessary associated facilities, of an appropriate scale to meet the needs of the development;
17. Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;
18. Provision of a community park facility;
19. Provision of land, or contributions towards improved health facilities as appropriate to meet the needs of the development;
20. Provision of an on-site primary school and contributions towards Secondary School provision to serve the development;
21. Protect and/or enhance heritage assets within and surrounding the site; and
22. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 19.”

Landscape

Topographically, the site is situated on the southern upper slopes of the broad River Trent Valley. Nottingham City Centre occupies the rising slopes and escarpment north of the River Trent which extends to Sharphill, on the southern valley slopes, at c.80 - 90m Above Ordnance Datum (AOD) and extends as a ridgeline into Wilford Hill, c.90m AOD, to the west. Mickleborough Hill lies immediately to the south-west of the site at the slightly lower level of 70m AOD. The landform generally falls away into broader, lower lying areas to the north, east and south-east.

The landscape context of the site is urban fringe in character and dominated by existing settlement, roads and other urban influences. The site area itself is characterised by landform, woodland and arable farmland, and significantly influenced by the surrounding urban elements including the site's northern perimeter, where residential development and Rushcliffe Leisure Centre abut the arable land. To the south lies the existing Garden Centre and Business Park, and the A52 (T) road corridor, whilst the A606 Melton Road transects the south-eastern part of the site.

The site is not covered by any local landscape quality designations and the parts of the site identified in the Core Strategy for built development are considered to be of lower landscape sensitivity with other parts of the site proposed to be retained as green space having higher landscape

sensitivity. Sharphill Wood and the mature hedgerows and field trees surrounding Lodge Farm constitute the only landscape elements of higher sensitivity.



Figure 3: Oblique Aerial Photograph

Nature Conservation & Ecology

The site largely comprises of intensively managed arable land of low ecological value with areas of pasture adjacent in the north-eastern part of the site encompassing Lodge Farm. The area to the east of Melton Road contains poor semi-improved grassland. Features within the site include Sharphill Wood, a local wildlife site designated for its botanical and zoological interest, hedgerows and hedgerow trees which are of ecological value. There are no other statutory or non-statutory designated sites of nature conservation interest within the site.

Hedgerows with mature trees bound the pasture located to the north of the site and the arable land to the east. Hedgerows, in common with other habitats within the site, are of limited nature conservation interest due to their low species diversity and poor structure. Defunct field ponds are also present in the pasture land.

Protected species, including badger, bats and great crested newt, are known to occur within and adjacent to the site. Mitigation required includes the retention of suitable habitats and the creation of new habitats which should form an integral part of the development's green infrastructure.

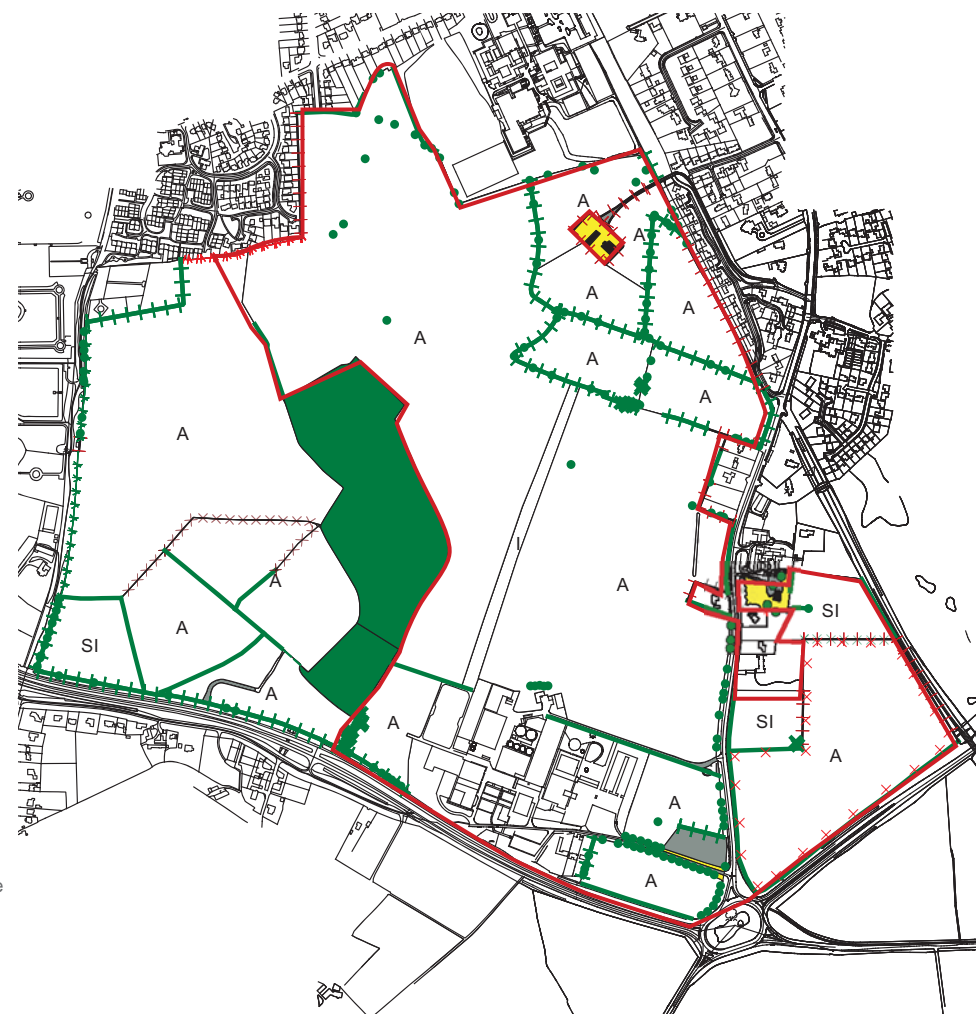
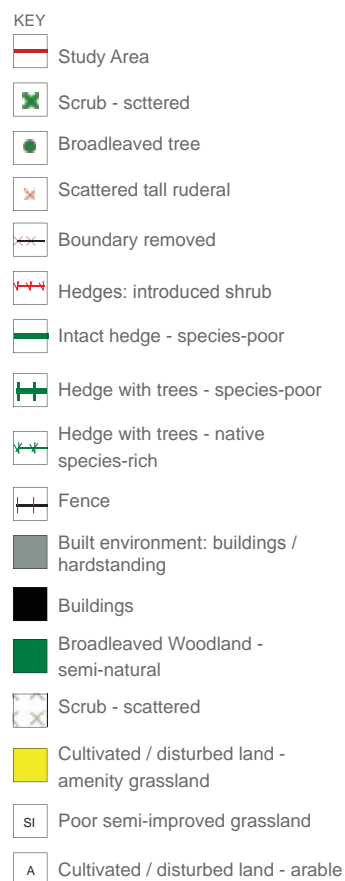


Figure 4: Ecological Habitat Plan

Archaeology

There are no Scheduled Monuments on or near to the site. In addition, no other statutory designations relating to archaeology apply to the site and the Nottinghamshire's Historic Environment Record does not contain any evidence for archaeological sites or finds on the site itself.

A geophysical survey and targeted trial trenching has been undertaken within part of the site. The available evidence indicates that archaeological resources within the Project are of minor importance. A programme of archaeological excavation and recording should be phased ahead of the construction phase of the Proposed Development.

Drainage

The majority of the site is currently undeveloped with groundwater flows following the natural topography towards the River Trent corridor and its tributaries. The proposed development should not be detrimental in terms of hydrology or drainage. All built development and construction activities should take place outside of the 1 in 100 year floodplain. Implementation of a Sustainable Urban Drainage System (SuDS) should ensure no material deterioration of water quality in receiving watercourses.

Transport

The site is well located to connect to and integrate with the existing urban area and to provide access to the surrounding road network. Assessment work demonstrates that the approved site access onto Melton Road is suitable, can be delivered in a phased manner and can accommodate the development scheme. Work undertaken also demonstrates that the scheme can be accommodated on the strategic road network provided suitable developer contributions are made towards a package of improvement works. These are set out in Section 5.

Contamination/Ground Conditions

The site is predominantly greenfield in nature with only a small number of localised areas of potential contamination or geotechnical hazards being present. Remediation of possible localised historic contamination should have a beneficial environmental effect reducing the risk upon future users, soils, groundwater or surface waters. Developers will be expected to use an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make best use of the different soils on site, in accordance with latest best practice.

Noise and Air

Noise and vibration effects are generally caused by both site use and traffic generation. The noise created by proposed residential, mixed use development is not likely to be significant. For the existing residential properties adjacent to the site, increases in traffic flows caused by the development should not be sufficient to make a perceptible difference to noise levels.

Emissions generated from vehicular traffic are a source of atmospheric pollution. Whilst the development will generate an increase in traffic, the predicted levels of emissions would not have a significant effect upon surrounding air quality. A Construction Code of Practice (CCoP) should be followed to prevent any significant noise or air quality effects during the construction phase.

Evaluation - a response to context

Evaluation of the site and its context has identified key features which have helped to inform the decision making process and the evolution of the layout for the development.

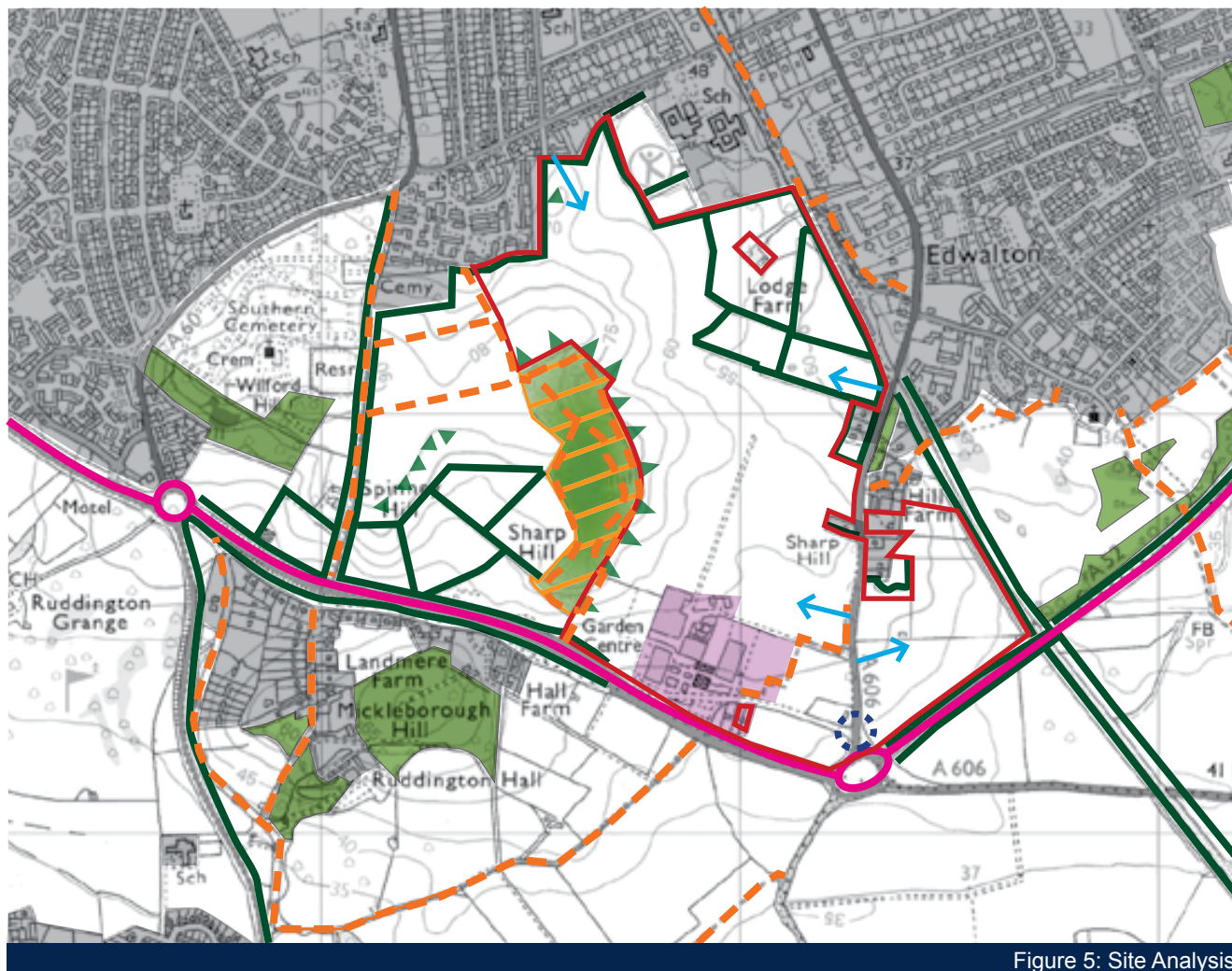
















Figure 5: Site Analysis

Design Principles and Opportunities

- The development will offer a mix of uses including housing, employment, education, leisure, retail and recreation, generating a sustainable and attractive place in which to live, work and play as well as providing positive benefits to both the local economy and social context. Links to existing local facilities, bus routes and urban areas including Nottingham City Centre will be maximised;
- The housing will be of an appropriate mix and tenure, including the necessary proportion of affordable homes, with higher density arrangements along the Main Residential Street and adjacent to the community facilities;
- New employment-generating development will be provided at and adjacent to the existing Wheatcroft Business Park, together with a local centre close to the site entrance;
- The existing green framework will be reinforced and expanded by a new Community Park;
- Existing informal footpaths or 'desire lines' will be retained and incorporated within the development's open space and greenways. Connections to the existing public footpath along Machins Lane and Loughborough Road together with those passing through Sharphill Wood and the north-western part of the site will also be provided;
- Sharphill Wood, a Local Nature Reserve, will be protected and buffered by additional woodland edge planting and appropriate fencing to safeguard its ecological value as a Local Wildlife Site (LWS). The established hedgerow network and hedgerow trees will be utilised and expanded upon to create landscape buffers between the different land uses as well as providing a unique setting for the development; and
- Additional ecological habitats will be introduced as part of the development's green infrastructure to encourage strong wildlife corridors throughout the development and further enhance the site's biodiversity, including connectivity to Sharphill Wood.

KEY

-  Site Boundary
-  Housing
-  Employment generating uses
-  Mixed Use / Retail
-  Existing Garden Centre, Business Park and Grain Depot
-  Primary School
-  Local Centre
-  Green Infrastructure
-  Existing Hedgerows
-  Existing Woodland
-  Hill Slopes
-  Existing Public Right Of Way
-  Primary Vehicular Access
-  Potential Local Access / Additional Access Point

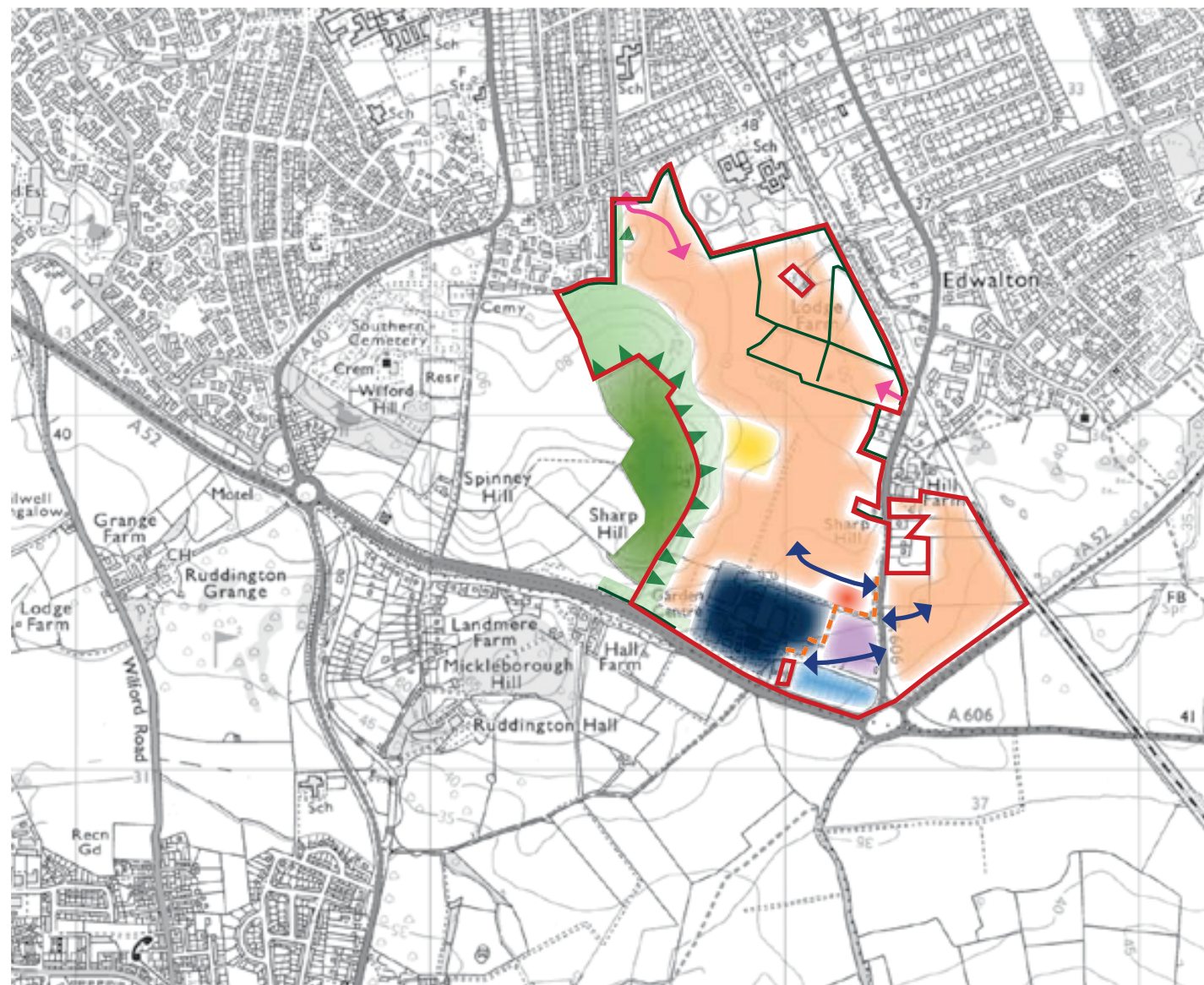


Figure 6 : Design & Opportunities

03 DEVELOPMENT FRAMEWORK

Introduction

The starting point for describing the Development Framework is a generalised 'Concept Plan', which seeks to establish the broad development principles for the site. The main land uses, such as housing and employment, and the supporting infrastructure and landscape requirements, are then individually described. Finally, all elements are brought together in the comprehensive Development Framework Plan presented at the end of the section.

The Concept Plan sets out the broad principles for the development area. (Refer to Concept Plan on page 21).

Key Objectives

The main objective is to deliver a new high quality sustainable mixed use development of housing, employment and local amenities. This will include a Local Centre, Primary School, Community Park, other areas of public open space and green corridors together with improved walking, cycling and public transport links.

Delivery of the scheme will maximise the efficient use of land and appropriate mix of uses, as well as housing density, that is reflective of the existing surroundings to ensure a balanced development that is sympathetic to its context.

Development Parcels & Uses

The disposition of land uses and their quantum reflects the analysis of the site, in particular the environmental requirements to retain green spaces, a set back to the wood and the need to respond to the location of existing uses on the site.

The site will accommodate around 1500 dwellings. Housing areas within the site should respond to the inherent opportunities and constraints with suitable densities and mix of dwelling type and tenure.

The scheme will accommodate a local centre, positioned adjacent to Melton Road to serve the residential and employment areas. The local centre could include retail space (A1-A5 uses) including a food store, health facilities and other local community facilities and uses. (A Waitrose food store together with a local centre comprising 4 units has been granted planning permission).

The scheme will enable the provision of a new primary school which should incorporate community hall access and use. The primary school should be located centrally to the site in order to maximise accessibility to all residents

The scheme will provide additional opportunity for employment and/or employment generating floorspace within and adjacent to the existing business park.

The scheme will incorporate suitable surface water attenuation measures to deal appropriately with surface water run-off from different parts of the site. These should ensure that surface water is managed in a sustainable way and without any adverse impact on existing neighbouring properties. It is important that each developer takes into account the overall drainage requirements in detailed drainage plans produced with planning applications that outline the use of sustainable drainage methods within that particular part of the site.

The scheme will incorporate suitable surface water attenuation areas to deal appropriately with surface water run-off from different parts of the site. These should ensure that surface water is managed in a sustainable way and without any adverse impact on existing neighbouring properties. It is important that each developer takes into account the overall drainage requirements in detailed drainage plans produced with planning applications that

outline the use of sustainable drainage methods within that particular part of the site, and take full account of any recommendations made by Nottinghamshire County Council as the Lead Local Flood Authority .

Green Infrastructure Strategy

The site's landscape, ecology and the conservation of natural resources should be an integral part of the design process. These elements have guided the location and extent of development and, in turn, the block and street layout set out in the Development Framework.

Creating large areas of green space and wooded habitats around Sharphill Wood and to the site's north - western edge should provide an appropriate transition between the built development and retained open spaces, including the wood.

The development should create a multi-functional green infrastructure of woodland, hedgerows, grassland, wetland habitats, wildlife areas, open space, play areas, rights of way, walking-cycling routes, street trees and private gardens.

The extent of the built development edge is influenced by the site's strong landform character and should avoid the area immediately adjacent to Sharphill Wood, providing a sensitive design response and safeguarding the visual and landscape character of both Sharp Hill and the characteristic woodland. A green gap, part of the proposed Edwalton Community Park, should be created between the new development and the wood. The minimum width of the green gap should be around 40 metres.

In addition to the substantial landscape benefits arising from the Park, the built development area should include green infrastructure (GI) which should enhance the landscape character of the site as well as establishing an attractive green setting for the development. Existing hedgerows and hedgerow trees near Lodge Farm form a grid like green framework providing a strong design reference within the site and should be retained and incorporated as part of the GI proposals to create a series of greenways. The greenways should contain the development parcels and provide a network of informal pedestrian routes along with hedgerow and tree planting and open space, enhancing permeability through the development connecting to the Community Park.

Although the site is well contained, the existing screening effects should be reinforced by new planting along the boundaries and through the site.

Loss of habitat should, where possible, be compensated for by the extensive GI proposals of trees, scrub, hedgerows, wetlands providing suitable (retained and new) habitats for protected species known to be present both within and adjacent to the site. The GI should aim to maximise biodiversity and sustainability benefits and create a mosaic of attractive and enduring landscape habitats and should








include new native hedgerows, pockets of woodland planting, individual tree planting, swathes of amenity, conservation and wildflower grassland, wetland habitats, public realm green spaces and street trees bringing long term landscape and ecology benefits.

Future management and maintenance of the GI should be secured through appropriate legal agreements.

The formal open space proposals should include equipped children's play areas. Local Equipped Play Areas (LEAPs) and a Neighbourhood Equipped Play Area (NEAP) should be conveniently located within focal areas of the open space network.



KEY

-  Site Boundary
-  Existing Woodland
-  Existing Hedgerows and Trees Retained and Utilised for Green Corridors and Spaces
-  Community Park
-  Green Spaces / Planting adjacent to Existing Development
-  Indicative Location of New Greenways
-  Indicative Location of Equipped Children's Play Areas

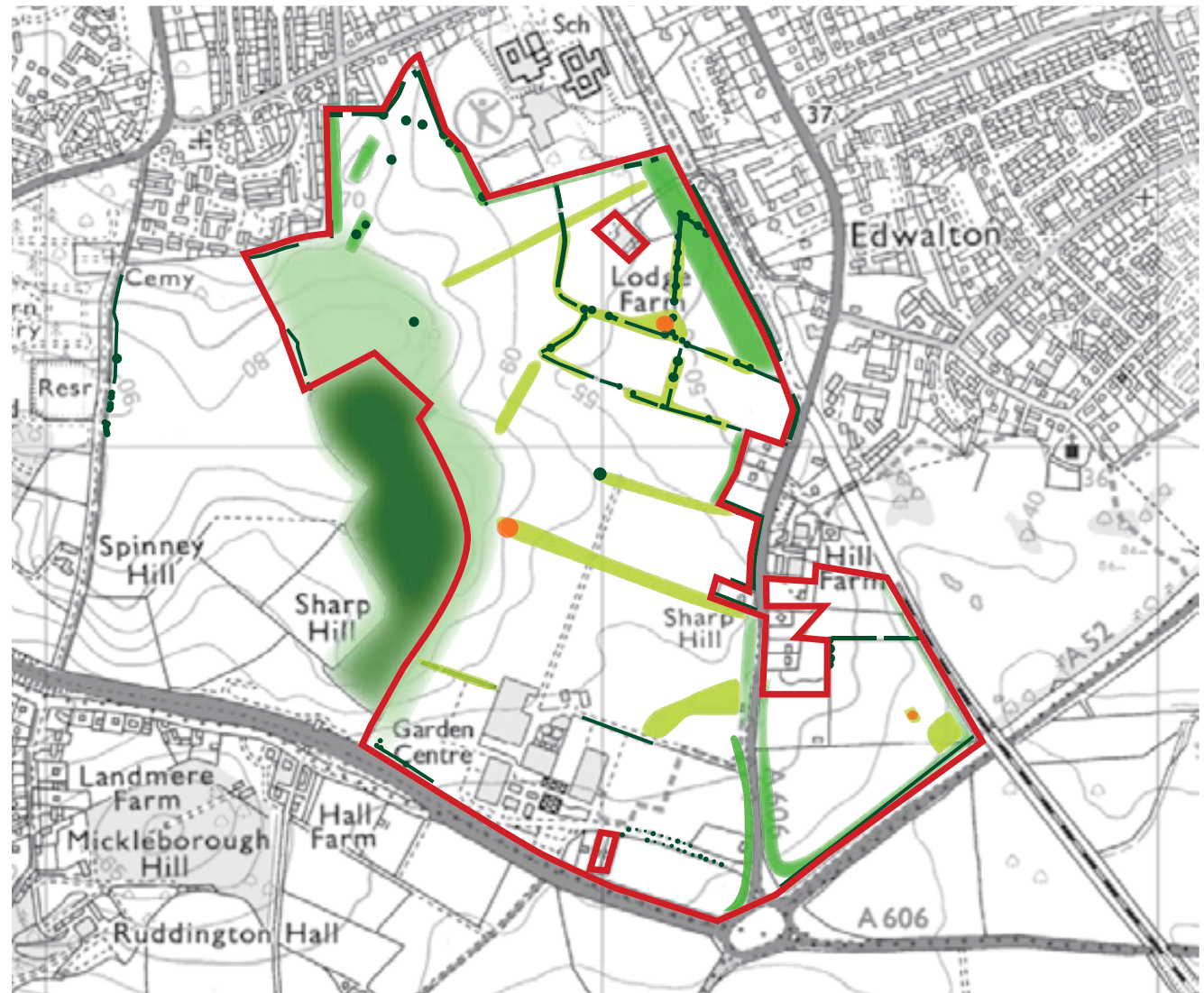


Figure 7: Green Infrastructure

Movement, Connectivity & Accessibility

Access

Principal vehicular access should be taken from Melton Road (A606). There is the potential for secondary vehicle access from Musters Road and from Edwalton Lodge Close subject to detailed design considerations.

The potential Musters Road access may provide for some local access, subject to detailed design approval and being demonstrated to be technically feasible, which could be controlled by a barrier and smart card system. If it transpires that this is not technically feasible, workable and sustainable then use of Musters Road for vehicular traffic will be restricted to just bus and emergency vehicles only.

The potential Edwalton Lodge Close access would be restricted to serve private vehicle traffic only from the north east part of the overall site (that is covered by Zone 2, see Figure 12).

There should be a main residential street linking Melton Road and Musters Road and providing a potential future public transport link. This link should be a minimum of 6.75m wide carriageway in order to be suitable for public transport services. All development to the east of Melton Road should be served by a single point of access onto Melton Road, unless it can be satisfactorily demonstrated

that alternative access arrangements are appropriate. Provision for an emergency vehicular only access to serve land east of Melton Road should be via the A52.

Melton Road, Edwalton: Highway Phasing

The principal Melton Road access junction should provide access east and west of Melton Road and enable a new access to Landmere Lane, allowing the closure of the existing sub-standard Landmere Lane junction. Whilst it would be preferable for the works to be undertaken in a single phase, the delivery of the necessary works may be phased depending on the timing of the delivery of different parts of the site.

The scenarios below, together with the plans contained at Appendix 1 of this document, set out the requirements for the delivery of the Melton Road access having regard to the potential phased delivery of the site. It should be noted that the above plans are indicative at this stage and are subject to full detailed design and technical assessment by the Highway Authority as part of the Section 278 (of the Highways Act 1980) agreement process.

Scenario One: Waitrose has obtained Planning Consent and has entered into a Section 278 Agreement (under the Highways Act 1980) to deliver improvements to Melton Road in accordance with the Plan at Appendix 1 – scenario 1 phase A. Should these works progress, then:-

1. No further work to serve development to the west of Melton Road will be required, other than provision of the off-site works listed below ;
2. Improvements in accordance with Appendix 1 – scenario 1 phase B will be undertaken as part of the development of land east of Melton Road and;
3. Any ancillary works to Wheatcroft roundabout required by Highways England to facilitate the above will need to be implemented.

Scenario Two: Residential development west of Melton Road commences first. Under this scenario:

1. Improvements in accordance with Appendix 1 scenario 2 phase A will be undertaken as part of the development of land west of Melton Road;
2. Improvements in accordance with Appendix 1 scenario 2 phase B will be undertaken as part of the development of land east of Melton Road and;
3. Any ancillary works to Wheatcroft roundabout required by Highways England to facilitate the above will need to be implemented.

Scenario Three: Residential development east of Melton Road commences first. Under this scenario:

1. Improvements in accordance with Appendix 1 scenario 3 phase A will be undertaken as part of the development of land east of Melton Road;
2. Improvements in accordance with Appendix 1 scenario 3 phase B will be undertaken as part of the development of land west of Melton Road; and
3. Any ancillary works to Wheatcroft roundabout required by Highways England to facilitate the above will need to be implemented.

It is expected that the combined highway improvements identified under each of the three potential phasing scenarios will provide sufficient capacity to serve the delivery of at least 1,500 new homes and the associated local facilities identified through this Development Framework. Under each scenario it is required that as part of the development to the east of Melton Road, sufficient land will be dedicated as public highway to allow Highways England to deliver the improvement works currently proposed for the Wheatcroft roundabout. The extent of this land is highlighted in blue on the plans at Appendix 1.

All detailed proposals should be accompanied by a Transport Assessment which takes full account of the whole site context. Individual proposals should not prejudice another part of the Melton Road site from being able to gain adequate access through and onto Melton Road.

The respective highway works identified to allow access to either the east side or west side of Melton Road should be completed in full before the occupation of development on the corresponding side of Melton Road. The only exception would be where it can be satisfactorily demonstrated that part of the site can be served by access arrangements separate to and ahead of the above works.

In order to facilitate the above works traffic regulation orders will be required to reduce the existing speed limit on Melton Road to 40mph and to extinguish highway rights over the redundant section of Landmere Lane. These should be in place prior to opening of any revised junction arrangement.

The preference would be that the highway improvements to allow full access to both sides of Melton Road are undertaken concurrently in order to minimise disruption. However, each of the three scenarios allows for the two phases of work to take place sequentially.

Off-site highways

The development traffic will increase the level of traffic on the local and strategic road network. Transport modelling work has been undertaken and agreements reached with the Highways Agency and County Council as Highway Authority. The principles established require the development area to facilitate or contribute to, the following highway improvements:

- A package of improvements for the A52 at Silverdale (A453 junction), Nottingham Knight junction, Wheatcroft junction, Gamston junction and to the A606 Tollerton Lane / Main Road junction in accordance with the financial contributions structure set out in Section 5.
- Improvements to the A606/Melton Gardens Junction.
- A footway cycleway on the west of Melton Road between the site and Machins Lane and a toucan crossing at A606 / Village Street junction and signing of a quiet cycle route to West Bridgford.
- Pedestrian/cycle improvements between the site and Asda (in accordance with the financial contributions structure as set out in Section 5).
- Provision of a footpath/cycleway along Footpath 23, the 'Green line', between the site and Boundary Road.
- Traffic calming measures in Tollerton Village.

Public Transport

The development should facilitate bus services entering and passing through the site to meet the needs of future residents. Whilst existing services along Melton Road provide regular high frequency services, these services will not be directly accessible by all of the development area. Public transport services should be facilitated to run through the site from Musters Road to Melton Road and link with West Bridgford. New bus stop facilities should be provided along the new main residential street linking Melton Road with Musters road. These facilities should be designed in accordance with the County Council standards, including real time departure display and raised kerbs.

Walking and Cycling

The development should provide a range of movement routes throughout the site with a choice of pedestrian, cycle routes, including greenways, connecting to existing routes and rights of way and connectivity to the wider countryside as well as to Edwalton and West Bridgford. Routes should be safe and convenient and overlooked by housing, linking to all community facilities within the development including the Local Centre, mixed use and employment areas and Primary School.

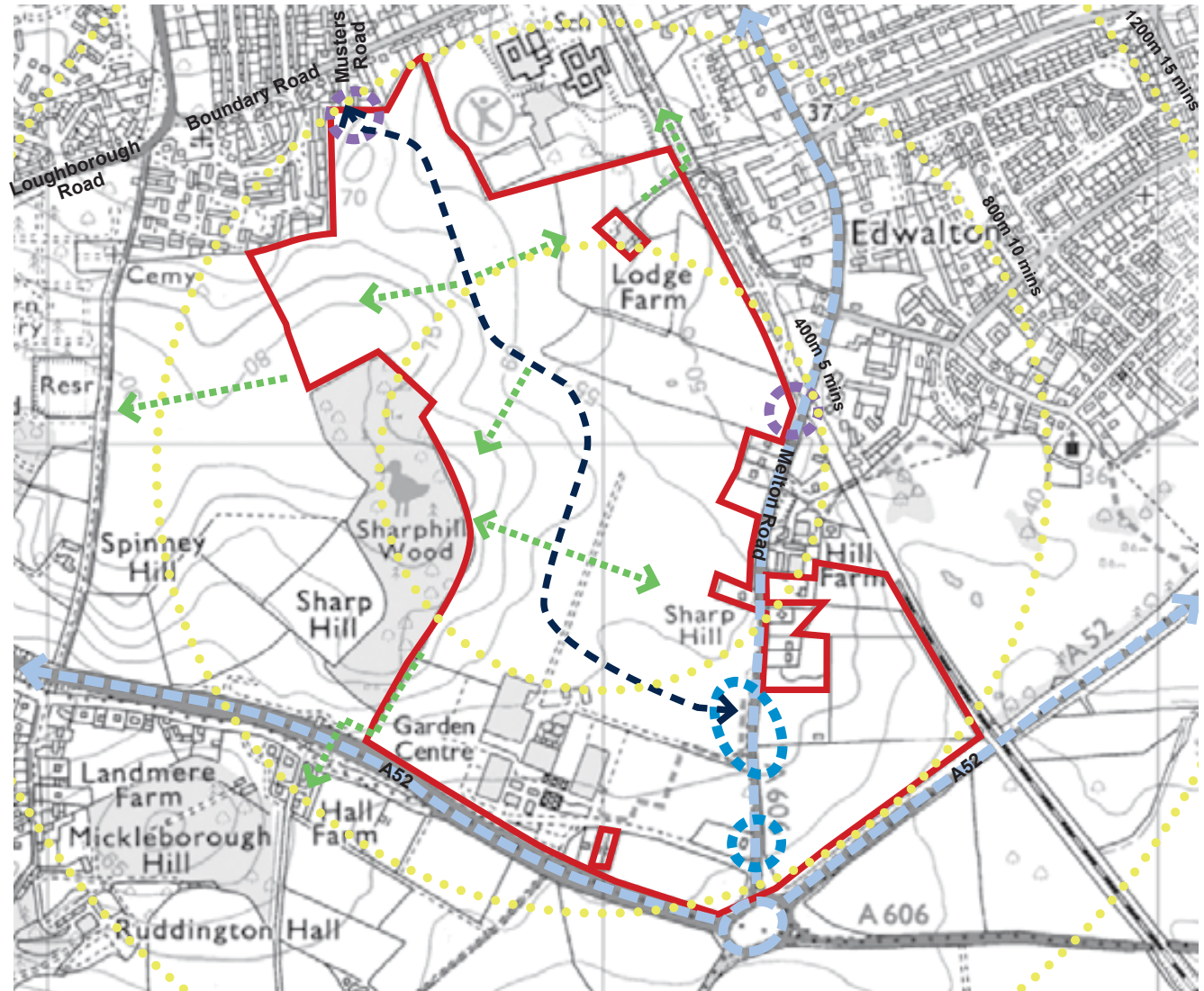
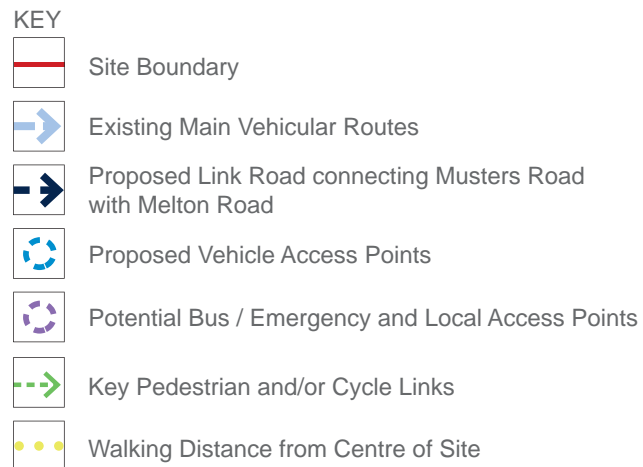


Figure 8: Movement, Connectivity & Accessibility

Development Framework

The Development Framework Plan illustrates how the individual framework 'layers' can be applied to the development area to achieve the Vision. The Plan shows how townscape and landscape strategies have been brought together to create a new 'place'.

It is envisaged that the Development Framework Plan will be a co-ordinating plan which takes a strategic view over the development area and provides a framework for the detailed design of individual elements.

The plan is intended to provide an overarching framework which planning applications will accord with. The precise position of components is not intended to be fixed at this stage.

KEY

-  Site Boundary
-  Access for Local Traffic (potentially), Buses and Emergency Vehicles Only
-  Main Streets and access roads
-  Potential access roads
-  **Residential Area**
Around 1500 dwellings at an average density of not less than 30 dph
-  **Local Centre**
Uses to include:
Retail, community uses and employment generating uses
-  **Primary School** with associated community hall access and use
-  **Employment generating uses**
-  Retained Garden Centre, Business Park and agricultural uses
(Some expansion / redevelopment opportunities available)
-  Existing Grain Depot (Redevelopment opportunities available)
-  Proposed Edwalton Community Park
-  **Proposed Green Infrastructure**
Includes Greenways, structural landscape, detention basins,
children's play and areas of wildlife habitat creation
-  Possible Sustainable Urban Drainage Scheme (SuDS)
Detention Basins - approximate location
-  Proposed Equipped Children's Play Areas - approximate location
-  Existing vegetation including trees and hedgerows to be retained where possible. Sharphill Wood to be subject to long term management plan
-  Existing Rights of Way / Informal Routes
-  Proposed Footpaths (Community Park)
-  Proposed Shared Cycleway/Footpath



Figure 9: Development Framework Plan

04 DESIGN CODE

Principal Views

Short and long range views should be created through the arrangement of blocks and streets to allow good legibility and sense of place. The development layout should create both open and channelled views towards the Community Park and Sharphill Wood, enabling visual links to the surrounding landscape and encourage pedestrian movement into the Park.

Existing trees and hedgerows should be used as focal points for the streets and individual plot arrangements. Buildings and streets with views of an existing tree should help residents identify with their surroundings.

Views should be established by the careful position of blocks and streets. In some cases buildings should be used to terminate streets, providing a visual stop, or frame a junction. A high quality public realm together with an appropriate palette of building materials and colours should combine to create a rich street character.

Street Pattern

The development should be based on a series of street types which will create a hierarchy of higher and lower order streets. The principle is that there will be four 'character streets' as illustrated on the plan opposite. Each street type will vary in width, building form, density and landscape treatment. The 'character streets' will be:-

- Main Residential Street;
- Secondary Streets;
- Green Lanes; and
- Mews.

To illustrate the variation between the proposed street types, the Main Residential Street should be more formal with avenue tree planting helping to define this as the principal street within the layout. In contrast, Green Lanes, located near to the Community Park or the perimeter of the Melton Triangle, should have shared surface streets with lower density building arrangements. These should include two storey detached dwellings with deeper private frontages, helping to define these as the minor routes, with fewer buildings, within the layout.

Development should aim to accord with the 6C's Design Code. This local highway authority guidance deals with highway and transportation infrastructure requirements for new development.

Main Residential Street



- ① Building line based on a typically regular street pattern.
- ② Mix of narrow and some wide plan properties-fairly high density street.
- ③ Avenue Street trees set within a Green Corridor.
- ④ Mix of house types along the street.
- ⑤ Minimal private frontages.
- ⑥ On Plot parking space set behind the building line.
- ⑦ Buildings acting as visual landmarks from Secondary Streets
- ⑧ Use of buildings at key location such as corners or street vistas, can help to act as visual landmarks



Secondary Streets



- ① Less regular building line in contrast to the Main Residential Street.
- ② Mix of narrow and wide plan properties.
- ③ Variation in building form/house types along the street.
- ④ Mix of parking includes on plot parking and integrated along the street
- ⑤ Building with gable end onto the street
- ⑥ Variation in frontage depths to create a more varied building line.



Green Lanes



- ① Shared surface streets creating pedestrian friendly spaces. Some Lanes could converge to Private Shared Drives.
- ② Greater percentage of detached dwellings.
- ③ Mix of wide and some narrow plan properties.
- ④ On plot parking.
- ⑤ Buildings facing and overlooking the green infrastructure.
- ⑥ Deeper frontage depths.



Mews Arrangement



- ① Shared surface streets creating pedestrian friendly spaces.
- ② Mix of wide and some narrow plan dwellings.
- ③ On plot parking to the side of the plot or integrated along the street.
- ④ Narrow entrances.
- ⑤ Views towards buildings which create landmark points.
- ⑥ Typically a small number of dwellings.



Blocks

Block Character

The expansion of Edwalton in the 20th century, and in particular the creation of West Bridgford in the late 19th and early 20th century, is characterised by an arrangement of a regular grid like pattern of blocks and streets. Some of these characteristics inform the design of the scheme.

To produce a permeable and pedestrian friendly environment, the scheme will adopt the principle of a connected, grid of streets and blocks, which has regard to the local pattern. This will form a fairly regular block structure, encouraging direct movement for pedestrians and cyclist and opportunities for views and vistas within the layout.

However variations in block shape should occur to respond to the characteristics of the site for example around the edges of the development. This will create more organic blocks which will integrate sensitively with the landscape.

Density

The density mix should be broadly based on a gradation of densities across the site to create character.

Higher densities should occur in the central parts of the layout, near the Local Centre and along the public transport route of the Main Residential Street. Densities should then filter out from the centre so that lower densities occur along the edges of the site, for example near the Community Park.



Views

The detailed design will arrange the blocks and streets so that a range of views are created. This will provide good legibility and a sense of place.

The layout should generate open or channelled views towards the Community Park and Sharphill Wood.

Within the core of the layout existing trees and hedgerows should be used as a focus for the street and plot arrangement.

Views will be established by the careful position of blocks and streets so that buildings, for example, terminate a street and provide a visual stop, or frame a street junction.

A quality public realm, together with a palette of building materials and colours will all provide a richness that will enhance street character.

Building Form, Scale & Height

- Character - A range of house types should be incorporated;
- Dwelling Form - A general mix of Wide plan dwellings; Narrow plan dwellings; L plan wide dwellings;
- In general a higher percentage of wide plan forms to be used in lower density areas [Green Lanes]. A higher percentage of narrow plan forms to be used in higher density areas [Main Residential Streets].
- Dwelling Height - 1, 2 and 2.5 storey. 2 storey will be around 8-8.5m from ground to ridge, 2.5 storey will be around 9.5m from ground to ridge.
- 2 storey buildings should be the common approach adopted for the development. In general, taller buildings [2.5 storey] will be limited within the layout and located at key locations to add a visual emphasis. Principally they are more likely to occur in higher density arrangements.



Materials

Design Principles

A core palette of select materials should be used for buildings. These will be based in the first instance on the commonality of materials that can be found within the local area. However, there is scope to introduce other materials and colours that have design and architectural merit.

To provide visual character and a richness of place, a subtle range of building and public realm materials should be used.



Materials

- **Walls** - Buildings, garages, and boundary walls where appropriate.
- **Brick** - Brick types should reflect the traditional colours and textures found within West Bridgford and Edwalton. Bricks of red should be the predominant theme.
- Other brick variations/colours could be introduced for good design reasons.
- **Render** - Occasional use. White-Cream are the common local colours, but again variations could occur for good design reasons.
- **Other Materials** - Aspiration for other sustainable contemporary materials for buildings.
- **Roofs** - A mix of types to reflect local character.

Sustainability

The development will be expected to respond appropriately to relevant national requirements for energy efficiency and water efficiency and accord with Policy 2 of the local plan part 1; core strategy. Consideration should be given to the efficient design, layout and construction of the site. Policy 2 sets down a specific requirement for residential development to be designed to use typically no more than an average of 105 litres of water per person per day.

Historic Environment

The Edwalton Conservation Area lies close to the eastern part of the site. In respect of development within the south eastern quarter of the site, and particularly that which abuts the Edwalton Golf Course, it should take account of the setting of the Conservation Area and of the Grade II* Church Of The Holy Rood.

Feature Areas

A series of feature areas should occur throughout the development. These should entail elements such as 'keynote buildings', typically located on the corners of development parcels at key road junctions, and 'squares' which should appear at key points within the street network and should include either 'keynote buildings' or trees, or a combination of both, as points to aid legibility and interest.

Community Park Proposals

Draft landscape proposals have been prepared for Sharphill Wood Community Park. These include specifications covering a range of native habitats including woodland, scrub, hedgerows, wildflower grassland and meadows. The approach seeks to provide a community asset, to serve existing and future residents, provide for biodiversity enhancement and establish a suitable landscape buffer to Sharphill Wood. A network of footpaths will provide recreational opportunities across the Community Park and connect with the surrounding rights of way. Community orchards and a site for allotment gardens are also expected.

Formal proposals for the community park should generally accord with the draft proposals set out at Figure 11.

















A green infrastructure management plan should be prepared for the community park in general accordance with Figure 11. The Plan should outline the measures to protect the existing nature conservation value of Sharphill Wood (including measures to assist with its management - such as storage facilities) and to maximise biodiversity enhancements within the Community Park.

Open Space

Each development area will be expected to agree with the Council an open space scheme for that development area and implement the scheme in accordance with the agreement. Where appropriate this should include provision of separate play/sports areas for young and older children. Each development area will then procure that the open spaces are maintained in accordance with the provisions of a site wide Management Plan which will be agreed with the Council.



KEY

-  Existing hedgerows
-  Existing vegetation including trees hedgerow and grassland to be retained. Sharphill Wood subject to long term management plan already in plan
-  Proposed community orchard
-  Proposed native species rich hedgerows with hedgerow trees
-  Proposed native woodland edge / belt
-  Proposed woodland core mix
-  Proposed woodland scrub / mosaic
-  Proposed native species rich grassland
-  Proposed woodland edge / glade species rich grassland mix
-  Proposed summer grassland / wildflower meadow
-  Potential location of allotment site
-  Proposed post and rail fencing (details to be approved)
-  Proposed temporary post and wire fencing (details to be approved)
-  Proposed close mown grass rides
-  Existing retained rights of Way / Informal routes (paths through Sharphill Wood are illustrative only)
-  Footway / cycleway
-  Equipped Children's Play Areas

NOTE:
Further detailed information on species, sizes and specifications are provided on FPCR drawing 1501-L-02

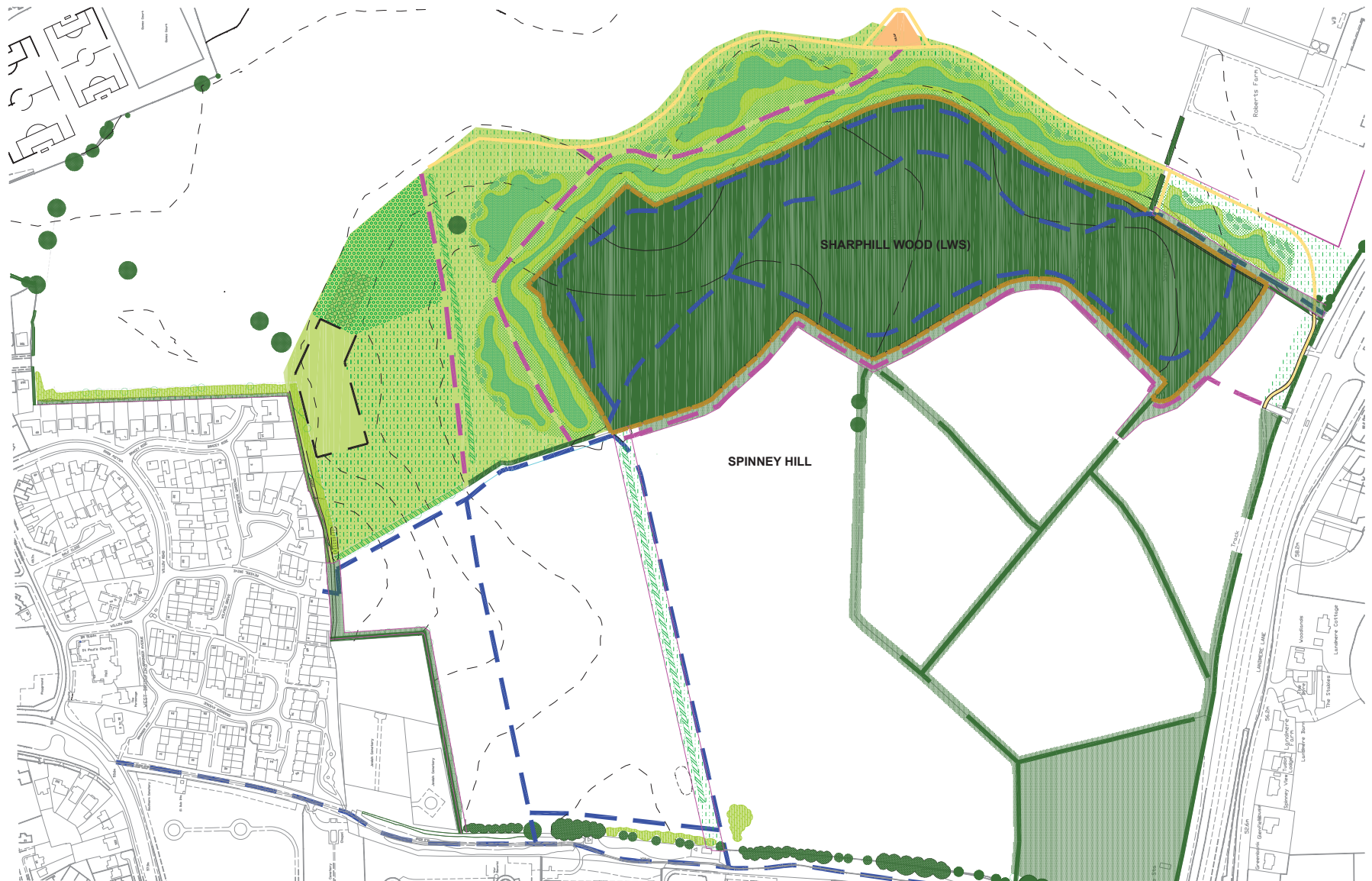


Figure 11: Community Park Proposals

05 IMPLEMENTATION & DELIVERY

Delivery Strategy

The plan at Figure 12 identifies the development zones. This is not intended to be a phasing plan, but identifies the likely development zones where detailed applications are anticipated. It is intended that the development is delivered in a manner which follows the timing of key access infrastructure to allow efficient development of the site and effective construction management. The broad development approach following construction of the site access is for built development to commence at the southern end of the site adjacent to Melton Road A606 and continue northwards and westwards to completion. However, discrete phases can come forward early in the development process provided they follow appropriately from the construction of key site access infrastructure.

Each development zone will be required to deliver the necessary infrastructure relevant and appropriate to that zone and be built out in a suitable manner. This is likely to include access and site preparation works and the early implementation of strategic landscaping relevant to that zone.

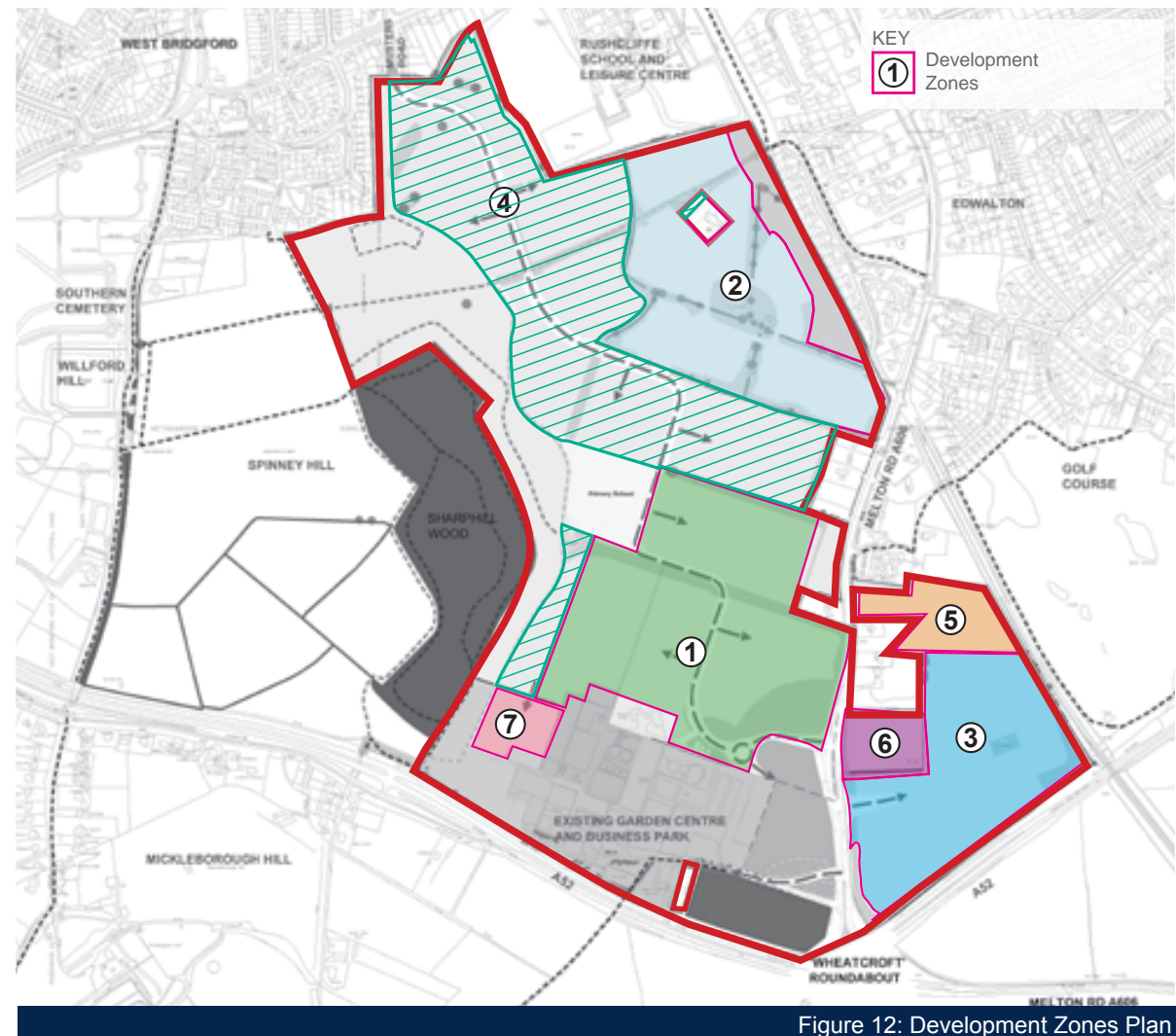


Figure 12: Development Zones Plan

Whole Site Infrastructure

Whilst the scheme may be delivered through individual planning applications for development zones, it is essential that 'whole site infrastructure' is delivered in a coordinated manner and that each zone contributes and helps to facilitate its delivery in an appropriately phased way.

Whole site infrastructure comprises:

1. On-site infrastructure:

- Primary School with associated community hall access and use.
- Community Park Area A.
- Edwalton Lodge Close Green Space.
- Community Park Area B.
- Highway widening land.

2. Off-site infrastructure:

- Highway infrastructure improvements/contributions.
- Public transport contributions.
- Secondary School improvements.
- Leisure facilities improvements.
- Sports pitches/facilities.
- Sharpshill Wood maintenance.
- Health care contributions.

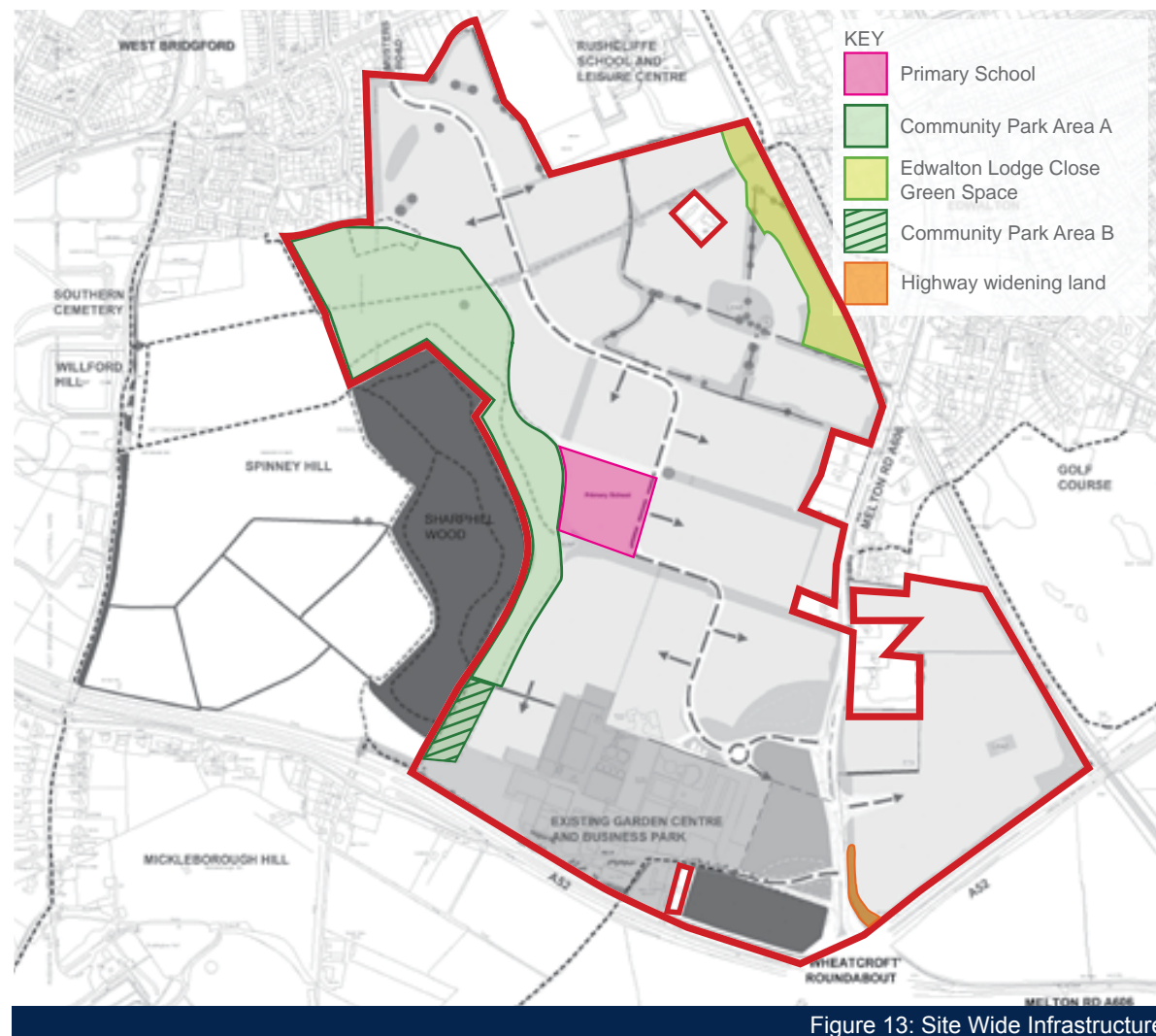


Figure 13: Site Wide Infrastructure

Applications that may be made for individual zones of the development area should be in accordance with this development framework. Applications which are not in accordance with this framework are unlikely to be approved.

Whilst the development area may be delivered through individual planning applications for the separate zones, it is essential that 'whole site infrastructure' (as described above) is delivered in a coordinated manner. Each application will be required to accord with the principles set out below.

Each planning application for any part of the development area will be required to:

- Accord with the development framework for that area of land;
- Provide the infrastructure relevant to that area of land (i.e. all non-whole site infrastructure), including an appropriate provision of affordable housing in accordance with Policy and open spaces relevant for that area; and
- Contribute, in proportion to the scale and impact of the development applied for, to the provision of whole site infrastructure.

The mechanism for securing whole site infrastructure will be as follows:

1. all housing will be subject to a roof charge which in aggregate is calculated to secure the total necessary funds for all the whole site infrastructure;
2. to the extent that individual applications are required to deliver land for whole site infrastructure or to deliver that infrastructure, this will be treated as a payment in kind and will be offset against the total roof charge for that zone - the details of such requirements and the offset including the stage at which it arises will be addressed in Section 106 legal agreements and planning conditions; and
3. in deciding the terms of the relevant Section 106 legal agreements, the Council will have regard to the land and whole site infrastructure secured through other implemented permissions so as to ensure that whole site infrastructure is delivered at the appropriate stage of the development according to the then prevailing circumstances.

The general approach to the provision of whole site infrastructure is set out in the following schedule. Each planning application will be expected to accord with the schedule. Because certain elements of whole site infrastructure are required early in the development process contributions will be prioritised for use in respect of these elements. The Community Infrastructure Levy Regulations being introduced by the Government will restrict the ability of the Council to pool financial contributions (a restriction of 5 contributions towards each infrastructure project). The approach to the provision of whole site infrastructure set out in the Schedule, also therefore has regard to this constraint. The Council will because of this seek to limit the number of agreements necessary to secure all required infrastructure. This will have to be achieved through combining multiple development zones under single Section 106 legal agreements and/or placing provisions within Section 106 agreements to obligate one zone for the roof tax of an adjoining zone. For instance Zone 6 is dependent on access through Zone 3. The Section 106 legal agreement for Zone 3 would need to contain provision to ensure that in the event of access rights being granted, the relevant roof charges for 6 becomes payable under that Section 106 agreement.

The schedule is intended as a guide and the Borough Council will determine the precise approach for the delivery of whole site infrastructure as part of each Section 106 Agreement and where relevant a Section 278 Highway Agreement.

The Schedule sets out where it is expected that a particular development zone (or zones) will be required to undertake works in kind, either as physical works or to provide land in place of making financial contribution. The level of reduction of financial contributions will be related to the works undertaken or land provided in accordance with the requirements set out in the schedule.

Each application that comes forward will therefore be expected to pay its total dwelling contribution i.e, the number of dwellings times the applicable roof charge, subject to indexation, less the cost of any works in kind they are doing. The Council will then apply the contributions to the appropriate elements of infrastructure it considers appropriate at that time.

The roof charge to be paid to the Council excludes payments to Highways England for a package of improvements for

the A52 at Silverdale (A453 junction), Nottingham Knight junction, Wheatcroft junction, Gamston junction and to the A606 Tollerton Lane/Main Road junction. This is in accordance with the agreed A52 Developer Contribution Strategy and Memorandum of Understanding between the Highways Agency, Nottinghamshire County Council and Rushcliffe Borough Council. These payments will be secured through agreement made between Highways England and individual developers under Section 278 of the Highways Act 1980. It has been identified that the charge will be levied for all developments at Melton Road, Edwalton at a current cost of £1,666 per dwelling to be indexed.

The phasing of payments and delivery of infrastructure in accordance with the Schedule will be negotiated and agreed as part of each Section 106 Agreement.

Whole Site Infrastructure Component	Contribution	Total Contribution (where appropriate based on 1500 dwellings)	Contribution Formula	Works in Kind	Notes
Primary School with associated community hall access and use	£3,533 per dwelling	£5.3 million	Standard County Council contribution formula plus an additional amount to reflect the need for a new school with associated community hall access and use. The standard formula would be 21 children per 100 dwellings and a cost of £11,455 per place - £2,405 per dwelling.		The commencement of the delivery of the primary school is required early in the development process. Therefore money received from the development will be prioritised for primary school delivery in accordance with the Borough Council's requirements at the time.
Acquisition of Primary School land	£533 per dwelling	£800,000	2 hectares at £400,000 per hectare.	Yes	The primary school land will be required to be provided through the S106 Agreement covering Zone 1. In the event of other applications being determined in advance of Zone 1, alternative provision will need to be made by them for provision of Primary School land.
Secondary School	£2,761 per dwelling	£4.1415 million	Standard County Council contribution formula. 16 children per 100 dwellings £17,260 per place		Payments will be directed to the provision of additional capacity at the Rushcliffe Academy.
Secondary School all-weather pitch	£333 per dwelling	£500,000	Based on indicative costings for delivery of new pitch.	Yes	It is anticipated that works to be undertaken as part of the delivery of Zone 2. The approach is based on the provision of a fully funded full-sized hockey pitch including all necessary levelling, retaining structures, lighting etc and sited to maximise the efficient use of land within the curtilage of the school.
Off-site Highways: Physical Works	£360 per dwelling	£540,000	Based on the costs of the necessary off-site highway works on NCC Roads and Rushcliffe Borough Council land: <ul style="list-style-type: none">• Footpath/cycleway west of Melton Road - £165,000• Footpath/cycleway improvements along Footpath 23, the 'Green Link' between the site and Boundary Road - £125,000• Melton Gardens junction improvements - £250,000	Yes	It is anticipated that the works are expected to be undertaken as works in kind in association with Zone 2.
Off-site Highways: Contributions	£196 per dwelling	£295,000	Based on the schemes to improve the pedestrian/cycle facility between the site and to Asda (£95,000) and an estimate of the costs of traffic calming works in Tollerton (£200,000).		
Community Park Area A - Implementation and maintenance costs prior to the transfer to a management company.	£666 per dwelling	£1 million	Cost of implementation and initial maintenance is based on landscape scheme. See Figure 11, which has been costed at £1 million.	Yes	The arrangements for the implementation of the Community Park Area A in place of financial contributions will be a matter for relevant S106 Agreement(s) in association with Zone 4 although parts may be implemented in association with Zone 1 (see zoning plan). Some preliminary works (for example protective fencing around the wood) should be undertaken in association with Zone 1.

Whole Site Infrastructure Component	Contribution	Total Contribution (where appropriate based on 1500 dwellings)	Contribution Formula	Works in Kind	Notes
Acquisition of Community Park Area A Land	£1,733 per dwelling	£2.6 million	10.4 hectares at £250,000 per hectare.	Yes	The Community Park Area A land will principally be made available in association with the development of Zone 4 although parts may be made available in association with Zone 1 (see zoning plan).
Edwalton Lodge Close Green Space Implementation and maintenance costs prior to transfer to a management company	£100 per dwelling	£150,000	Cost of implementation based on landscape scheme estimated at £150,000.	Yes	The arrangements for the implementation of the Edwalton Lodge Close Green space in place of financial contributions will be a matter for relevant S106 Agreement(s) in association with Zone 2 (see zoning plan)
Acquisition of Edwalton Lodge Close Green Space Land	£366 per dwelling	£550,000	2.2 hectares at £250,000 per hectare.	Yes	The Edwalton Lodge Close Green Space land will be made available in association with the development of Zone 2 (see zoning plan).
Community Park Area B - Implementation and maintenance costs prior to the transfer to a management company	£33 per dwelling	£50,000	Cost of implementation and initial maintenance based on landscape scheme estimated at £50,000	Yes	The arrangements for the implementation of the Community Park Area B in place of financial contributions will be a matter for S106 Agreement in association with Zone 7 (see Zoning Plan).
Acquisition of Community Park Area B land	£125 per dwelling	£187,500	0.75 hectares at £250,000 per hectare .	Yes	The Community Park Area B land will be made available in association with the development of Zone 7 (see Zoning Plan).
Highway widening land	£133 per dwelling	£200,000	Based on the cost of provision of land, highway works and associated service diversion.	Yes	The highway widening land will be delivered in association with the development of Zone 3. The extent of this land is shown on Figure 13 together with the area shown shaded blue on the plans at Appendix One.

05 IMPLEMENTATION & DELIVERY

Whole Site Infrastructure Component	Contribution	Total Contribution (where appropriate based on 1500 dwellings)	Contribution Formula	Works in Kind	Notes
Open Space Management and Maintenance (all non adopted green spaces including Community Park, SuDS etc)	Cost to be covered by residential service charge.	Cost to be covered by residential service charge.	The Borough Council does not intend to adopt the Community Park and other open spaces. Therefore, details of a site wide management plan to take on and maintain the communal open spaces should be agreed with the Borough Council. Each development zone will be expected to procure that the open spaces within that zone will be maintained in accordance with the provisions of the site wide Management Plan. The management company will be financed through an annual management and maintenance charge paid by all new dwellings. This is to be applied consistently across all of the development zones.	Yes	
Sharphill Wood Maintenance	£53 per dwelling	£80,000	In accordance with the approach included in site's 2009 Section 106 legal agreement.		
Leisure Facilities	£406 per dwelling	£610,000	Based on Rushcliffe Borough Council standard formula.		
Sports Facilities	£427 per dwelling	£640,500	Based on Rushcliffe Borough Council formula of £427 per dwelling for playing pitches.		
Health Care Contribution	£920 per dwelling	£1.38 million	Based on Clinical Commission Group's Formula		
Public Transport Contribution	£1026 per dwelling	£1.54 million	Based on NCC formula		
Sub Total:	Approx £13,709 per dwelling	Approx £20,564,500 million			
A52 Mitigation Measures	£1,666 per dwelling	£2.5 million	In accordance with the agreed A52 Developer Contribution Strategy and Memorandum of Understanding between the Highways Agency, Nottinghamshire County Council and Rushcliffe Borough Council. Based on the proportional impacts of the scheme on the A52 junctions and the approximate costs of improving those junctions.		Payments will be directed to a package of improvements for the A52 at the Silverdale (A453 junction), Nottingham Knight junction, Wheatcroft junction, Gamston junction and to the A606 Tollerton Lane/Main Road junctions
Total:	Approx £15,370 per dwelling	Approx £23,064,500 million			

Note: Monitoring: It is expected that individual S106 Agreements will address the costs of monitoring S106 payments and works.

Indexation: The figures set out in this schedule are as up to date as possible but may be subject to change post adoption to take account of indexation.

APPENDIX 1

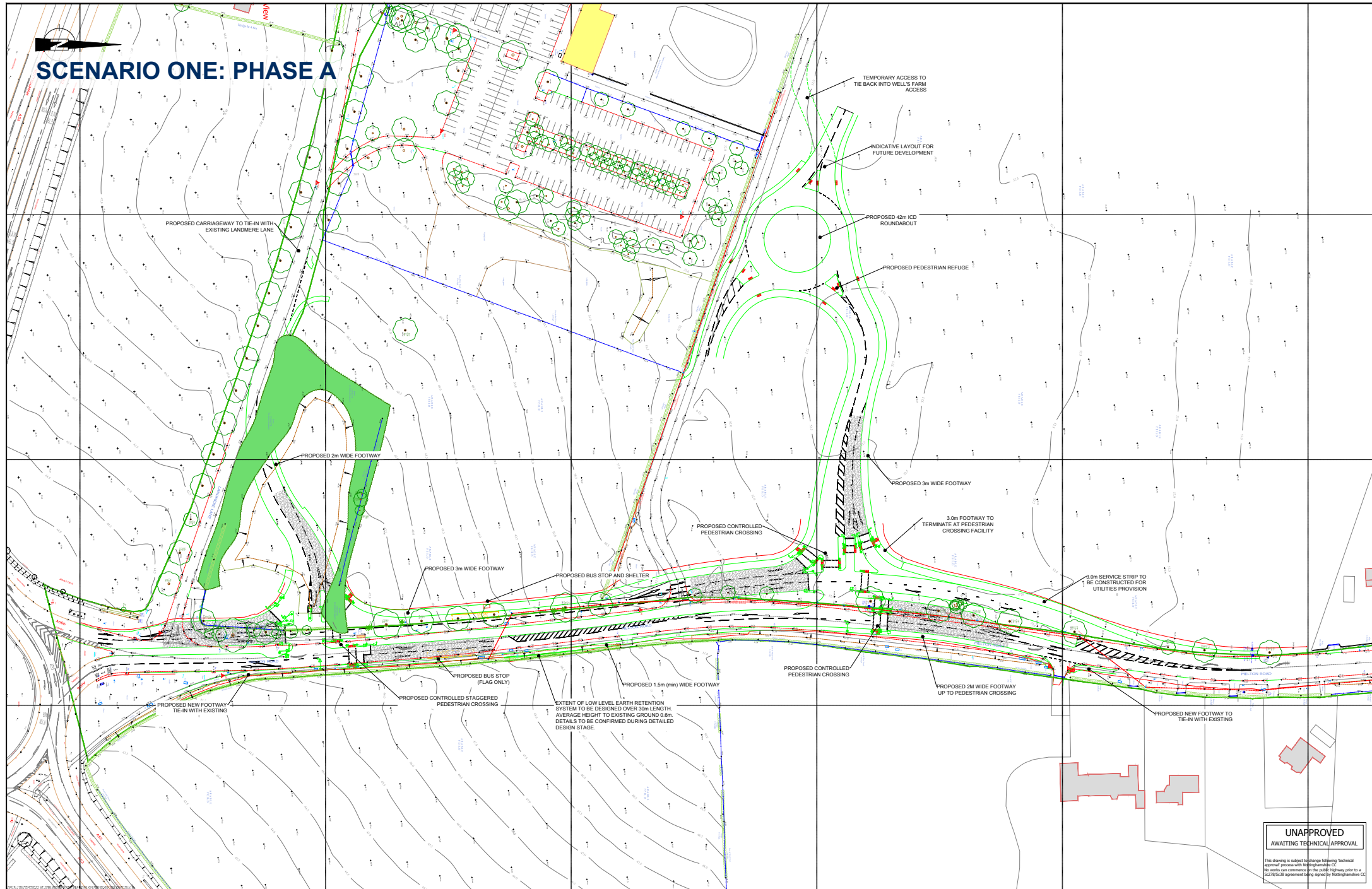
- HIGHWAY PHASING PLANS

SCENARIO ONE: PHASE A
SCENARIO ONE: PHASE B

SCENARIO TWO: PHASE A
SCENARIO TWO: PHASE B

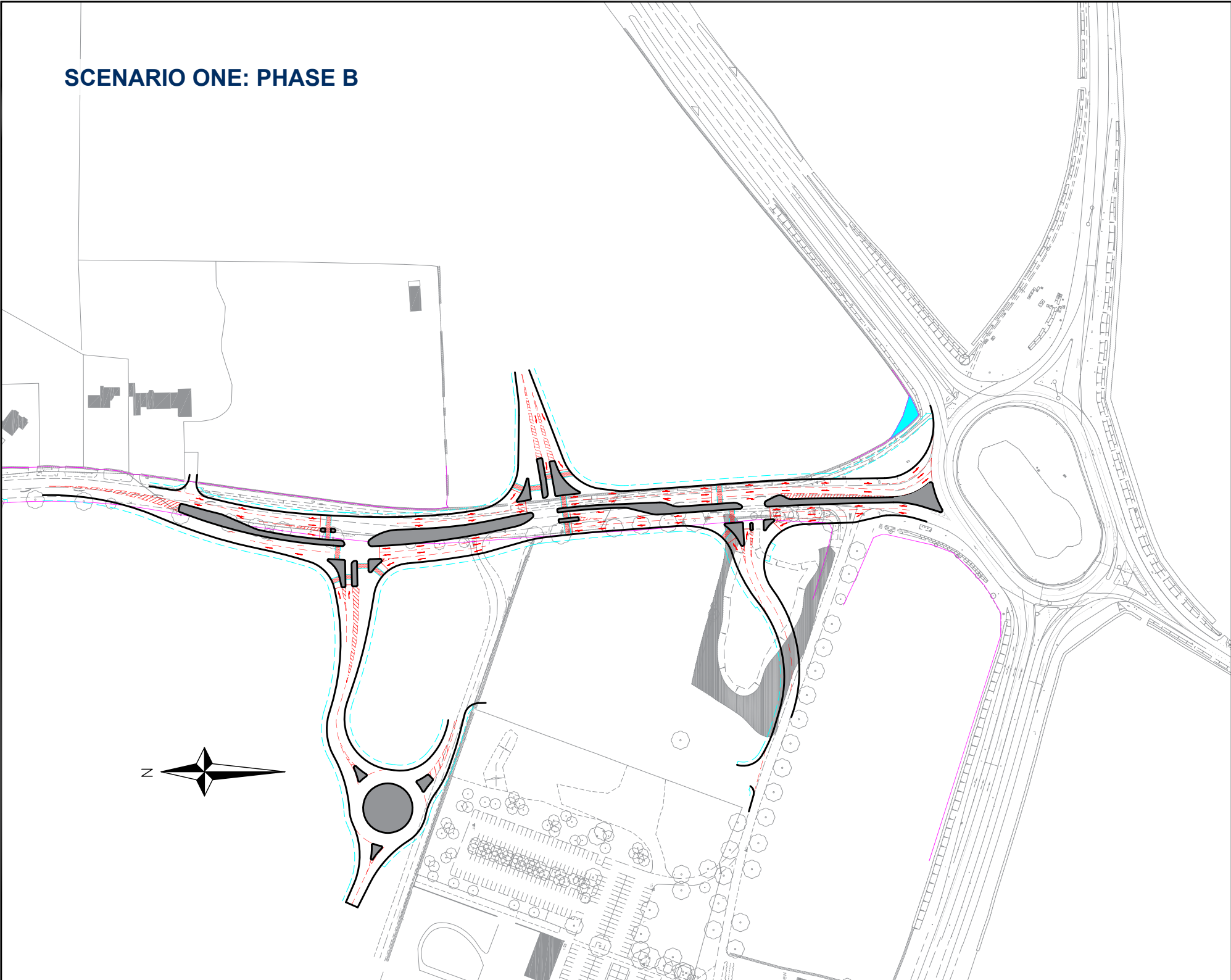
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SCENARIO THREE: PHASE B

SCENARIO ONE: PHASE A



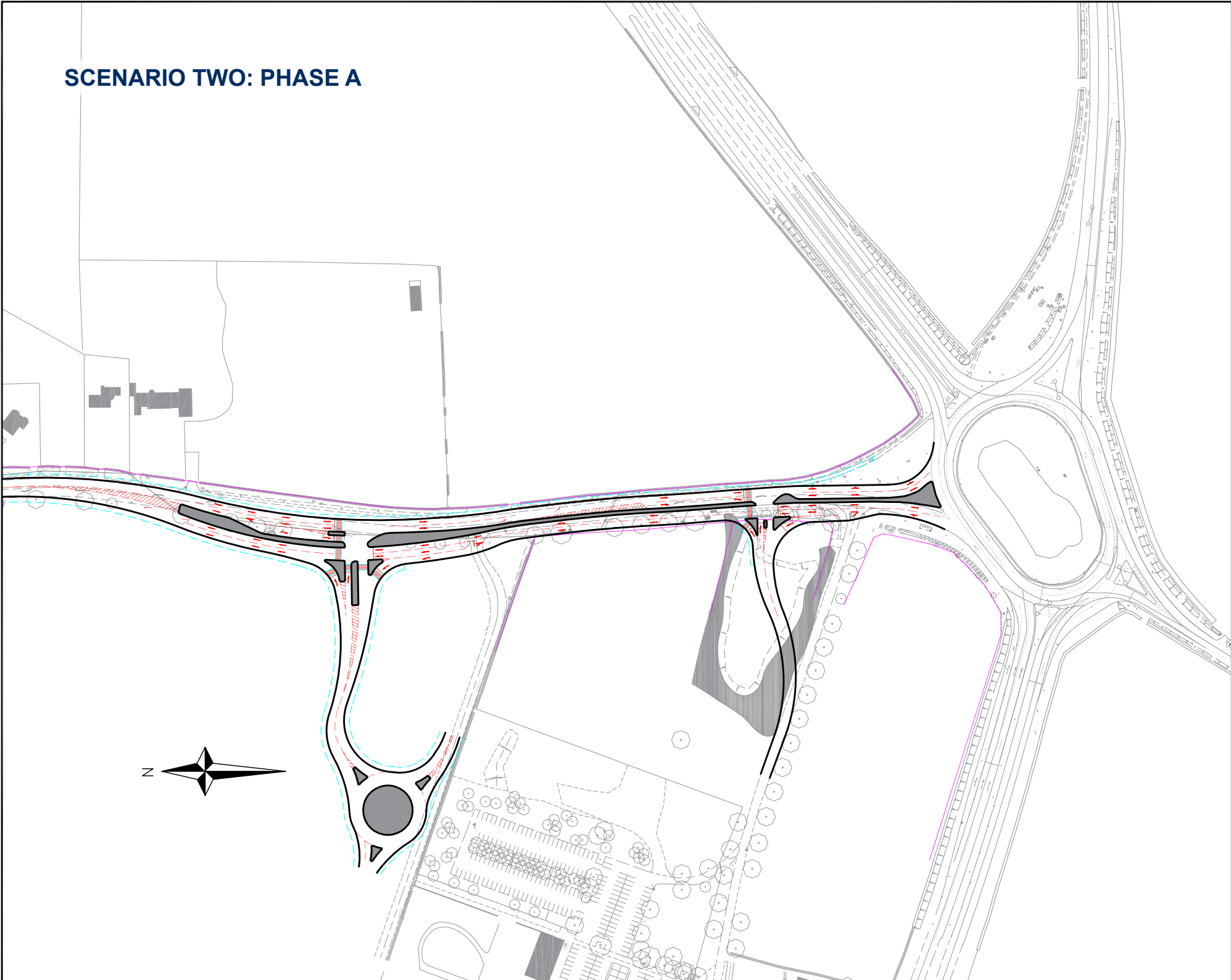
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1	14/07/2014	MS	MS	Initial design	1. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.				7. ALL ADAPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 6TH EDITION DATED MARCH 2006.				10. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A. OR STATUTORY AUTHORITY AS APPLICABLE.				11. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLEING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATUTORY PLANT BY HAND DUE TO TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATUTORY APPROPRIATE PROTECTION / DIVERSION MEASURES IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHEN STATUTORY EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.				KEY:				UNAPPROVED AWAITING TECHNICAL APPROVAL			
2	14/07/2014	MS	MS	Revised design	2. WHITE LINING IS INDICATIVE ONLY.				8. ALL HIGHWAY WORKS TO BE TO ADAPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION AND BRITISH STANDARDS.				12. EXTENT OF HIGH RISK DRAINAGE ON APPROACH TO STOP AND GO (8m width) shown on 1014209-107 - Road Settings and Drainage				13. LOCATION OF 300mm VERTICAL CURB (shown on 1014209-108 - Road Settings and Drainage)											
3	14/07/2014	MS	MS	Final design	3. THE HIGHWAY AUTHORITY IS NOTTINGHAMSHIRE COUNTY COUNCIL.				9. ALL EXISTING INVERT LEVELS TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS.				14. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				15. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
4	14/07/2014	MS	MS	Final design	4. ALL CONSTRUCTION DETAILS TO BE IN ACCORDANCE WITH NOTTINGHAMSHIRE COUNTY COUNCIL CONSTRUCTION SPECIFICATION AND APPENDICES (STANDARD DETAILS).				16. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				17. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				18. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
5	14/07/2014	MS	MS	Final design	5. DESIGN SPEED OF MELTON ROAD IS 40mph/70mph.				19. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				20. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				21. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
6	14/07/2014	MS	MS	Final design	6. VISIBILITY PLAYS IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES BASED ON A 40mph SPEED LIMIT.				22. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				23. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				24. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
7	14/07/2014	MS	MS	Final design	7. ALL ADAPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 6TH EDITION DATED MARCH 2006.				25. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				26. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				27. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
8	14/07/2014	MS	MS	Final design	8. ALL HIGHWAY WORKS TO BE TO ADAPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION AND BRITISH STANDARDS.				28. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				29. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				30. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
9	14/07/2014	MS	MS	Final design	9. ALL EXISTING INVERT LEVELS TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS.				31. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				32. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				33. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
10	14/07/2014	MS	MS	Final design	10. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A. OR STATUTORY AUTHORITY AS APPLICABLE.				34. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				35. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				36. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
11	14/07/2014	MS	MS	Final design	11. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLEING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATUTORY PLANT BY HAND DUE TO TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATUTORY APPROPRIATE PROTECTION / DIVERSION MEASURES IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHEN STATUTORY EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.				37. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				38. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				39. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
12	14/07/2014	MS	MS	Final design	12. EXTENT OF HIGH RISK DRAINAGE ON APPROACH TO STOP AND GO (8m width) shown on 1014209-107 - Road Settings and Drainage				40. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				41. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				42. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
13	14/07/2014	MS	MS	Final design	13. LOCATION OF 300mm VERTICAL CURB (shown on 1014209-108 - Road Settings and Drainage)				43. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				44. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				45. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
14	14/07/2014	MS	MS	Final design	14. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				46. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				47. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				48. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
15	14/07/2014	MS	MS	Final design	15. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				49. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				50. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				51. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
16	14/07/2014	MS	MS	Final design	16. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				52. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				53. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				54. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
17	14/07/2014	MS	MS	Final design	17. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				55. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				56. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				57. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
18	14/07/2014	MS	MS	Final design	18. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				58. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				59. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				60. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
19	14/07/2014	MS	MS	Final design	19. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				61. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				62. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				63. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
20	14/07/2014	MS	MS	Final design	20. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				64. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				65. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				66. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
21	14/07/2014	MS	MS	Final design	21. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				67. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				68. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				69. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
22	14/07/2014	MS	MS	Final design	22. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				70. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				71. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				72. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
23	14/07/2014	MS	MS	Final design	23. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				73. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				74. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				75. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
24	14/07/2014	MS	MS	Final design	24. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				76. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				77. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				78. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
25	14/07/2014	MS	MS	Final design	25. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				79. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				80. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				81. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
26	14/07/2014	MS	MS	Final design	26. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				82. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				83. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				84. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
27	14/07/2014	MS	MS	Final design	27. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				85. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				86. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				87. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
28	14/07/2014	MS	MS	Final design	28. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				88. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				89. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				90. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
29	14/07/2014	MS	MS	Final design	29. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				91. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				92. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				93. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
30	14/07/2014	MS	MS	Final design	30. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				94. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				95. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				96. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
31	14/07/2014	MS	MS	Final design	31. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				97. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				98. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				99. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
32	14/07/2014	MS	MS	Final design	32. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				100. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				101. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				102. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
33	14/07/2014	MS	MS	Final design	33. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				103. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				104. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				105. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
34	14/07/2014	MS	MS	Final design	34. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				106. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				107. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				108. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
35	14/07/2014	MS	MS	Final design	35. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				109. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				110. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				111. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
36	14/07/2014	MS	MS	Final design	36. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				112. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				113. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				114. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
37	14/07/2014	MS	MS	Final design	37. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				115. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				116. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				117. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
38	14/07/2014	MS	MS	Final design	38. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				118. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				119. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				120. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
39	14/07/2014	MS	MS	Final design	39. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				121. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				122. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				123. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
40	14/07/2014	MS	MS	Final design	40. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				124. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				125. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				126. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
41	14/07/2014	MS	MS	Final design	41. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				127. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				128. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				129. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
42	14/07/2014	MS	MS	Final design	42. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				130. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				131. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				132. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
43	14/07/2014	MS	MS	Final design	43. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				133. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				134. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				135. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
44	14/07/2014	MS	MS	Final design	44. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				136. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				137. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				138. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
45	14/07/2014	MS	MS	Final design	45. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				139. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				140. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				141. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
46	14/07/2014	MS	MS	Final design	46. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				142. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				143. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				144. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
47	14/07/2014	MS	MS	Final design	47. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				145. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				146. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				147. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
48	14/07/2014	MS	MS	Final design	48. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				148. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				149. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				150. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
49	14/07/2014	MS	MS	Final design	49. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				151. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				152. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				153. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
50	14/07/2014	MS	MS	Final design	50. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				154. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				155. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				156. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
51	14/07/2014	MS	MS	Final design	51. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				157. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				158. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				159. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
52	14/07/2014	MS	MS	Final design	52. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				160. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				161. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				162. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
53	14/07/2014	MS	MS	Final design	53. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				163. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				164. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				165. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)											
54	14/07/2014	MS	MS	Final design	54. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				166. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)				167. PROPOSED TIES OF EXISTING WORKS (shown on 1014209-108 - Road Settings and Drainage)															

SCENARIO ONE: PHASE B



Lawrence Walker Ltd Church Farm Leamington Hastings Warks CV23 8DZ	Project Land at Melton Road Edwalton				Title A606 Junction - Scenario 1 Waitrose - Phase B (SPD)		
	Drn. SPJ	Chkd.	App.	Date	Org. No.	CAD Ref	Plot Rev
	Scales 1:2000 (A3)				Figure 2 S1B		

SCENARIO TWO: PHASE A



Lawrence Walker Ltd
Church Farm
Leamington Hastings
Warks CV23 8DZ

Project
Land at Melton Road
Edwalton

Title

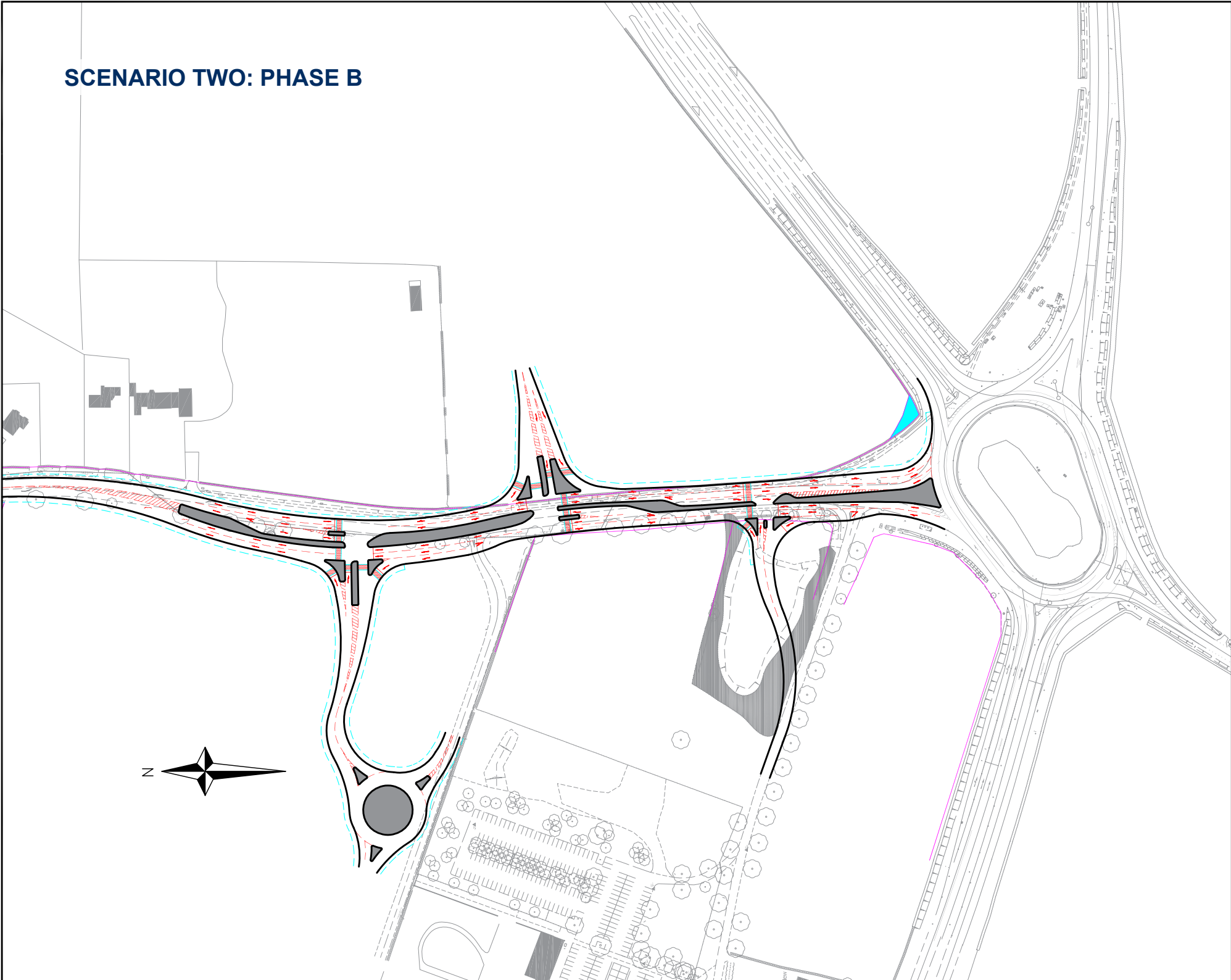
A606 Junction - Scenario 2
Bovis - Phase A (SPD)

Drn. SPJ	Chkd.	App.	Date
			09/09/15
Scales 1:2000 (A3)			

Org. No.	CAD Ref	Plot	Rev
Figure 2			

S2A

SCENARIO TWO: PHASE B



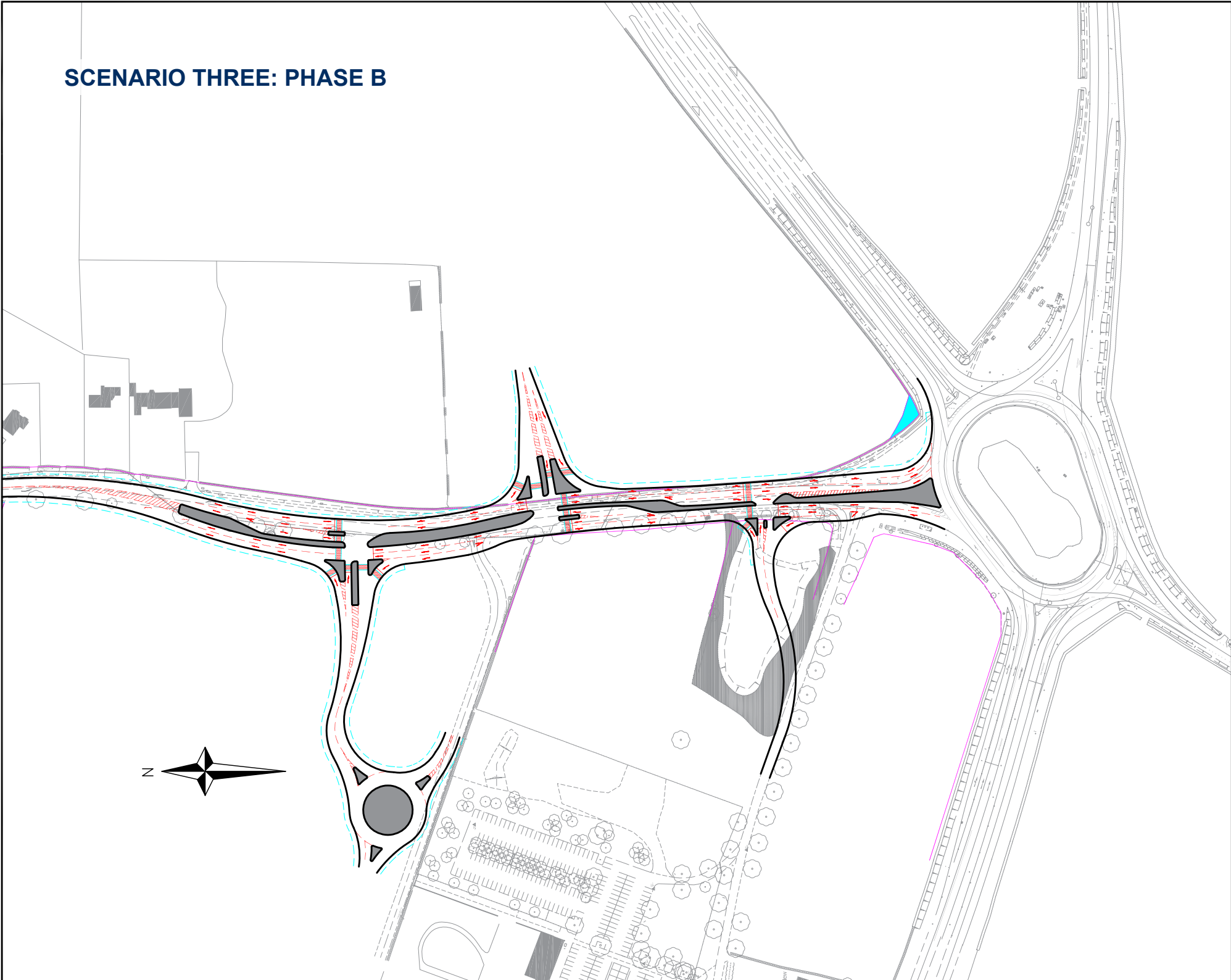
Lawrence Walker Ltd Church Farm Leamington Hastings Warks CV23 8DZ	Project				Title		
	Land at Melton Road Edwalton				A606 Junction - Scenario 2 Bovis - Phase B (SPD)		
	Drm. SPJ	Chkd.	App.	Date	Drg. No.	CAD Ref	Plot Rev
Scales 1:2000 (A3)					Figure 2		
					S2B		

SCENARIO THREE: PHASE A



Lawrence Walker Ltd Church Farm Leamington Hastings Warks CV23 8DZ	Project Land at Melton Road Edwalton				Title A606 Junction - Scenario 3 Barratts - Phase A (SPD)				
	Drm. SPJ	Chkd.	App.	Date	09/09/15	Drg. No.	CAD Ref	Plot	Rev
	Scales				Figure 2				
	1:2000 (A3)				S3A				

SCENARIO THREE: PHASE B



Lawrence Walker Ltd Church Farm Leamington Hastings Warks CV23 8DZ	Project				Title		
	Land at Melton Road Edwalton				A606 Junction - Scenario 3 Barratts - Phase B (SPD)		
	Drn. SPJ	Chkd.	App.	Date	Org. No.	CAD Ref	Plot Rev
Scales 1:2000 (A3)					Figure 2		
					S3B		

Melton Road, Edwalton

**DEVELOPMENT FRAMEWORK
SUPPLEMENTARY PLANNING DOCUMENT**

Adopted October 2015