

Minutes of Dunham-on-Trent, with Ragnall, Darlton and Fledborough Parish Council (Dunham & District Parish Council)



Meeting of Dunham & District Parish Council held on the 9th Mar 2024 at Dunham Village Hall, the meeting commenced at 6:30pm.

Council Members & Officer Present

Cllr Madeline Barden
Cllr Kathryn Watkinson
Cllr Vera Ballinger
Cllr Ben Lee
Cllr Rachel Bean
Current Vacancies
Ed Knox
John Ogle

Chairman
Cllr Lucy Atkinson
Cllr Carole Booth
Cllr Rachel Sergison

1
Clerk/Responsible Financial Officer
County Cllr

Also, Present

➤ Public Forum
None.

10/24 To receive apologies for absence

After discussion, the council **resolved** to accept the apologies of Cllr Thorpe.

11/24 To receive declarations of interest

None.

12/24 To Approve Minutes of the Previous Meeting

After discussion, the council **resolved** to accept the minutes. The chairman signed the minutes of the previous meeting as a true and accurate record.

13/23 To Receive written application for the office of Parish councillor and to potentially Co-opt a candidate to fill an existing vacancy

After discussion, the chairman called for a vote, all in favour, **resolved** to co-opt Ian Oakden. The candidate wasn't able to attend tonight and will sign the Declaration of Acceptance of Office form at the next meeting, and will complete the 'registration of interests' online form on Bassetlaw District Council's website. Action, the Clerk to inform Bassetlaw District Council.

14/23 To receive reports from County and District Councillors

Dist Cllr Stanniland – Did not attend.

Dist Cllr Griffin – Did not attend. Advised by email that: *"at the last District Council we unanimously voted a motion to create a committee that is dedicated to flooding within our district, Cllr Manners is on the committee and I will be directly liaising with him as to ward concerns and parish actions."*

County Cllr Ogle – Provided an update to the Council on County matters and the Mayoral Elections in May 2024.

15/24 Finance:

1. To Approve Payments:

The Council **approved** the following: -

<u>Payee</u>	<u>Ref</u>	<u>Item</u>	<u>Amount</u>
Cllr Thorpe	31	VistaPrint – Broadband Leaflets	£60.78
Cllr Barden	32	Ordnance Survey – Planning Map	£25.98
Laneham PC	33	Play Inspector Costs 2023/24 Darlton & Dunham	£888.36
Locum Clerk	34	Locum Clerk Dec Extra Meeting	£138.29
Clerk	35	Expenses 2023/24 (Mileage, Postage, Office Consumables)	£174.11
Cllr Bean	36	Mileage Expenses	£11.34
Cllr Barden	37	Expenses - Banner	£65.66
Cllr Barden	38	Expenses – Postage & Stationery	£44.69
Total Payments			£1,409.21

Receipts:

<u>From</u>	<u>Item</u>	<u>Amount</u>
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Total Receipts**£3,700**

Bank Balance

£30,835.44

Prior to the meeting, the Clerk had circulated the draft budget statement with potential precept requirements Bank Reconciliation for the year to date to be approved. Council **resolved** unanimously that figures were correct. Reconciliation to be signed by when practical. Direct Debits and Standing Orders for staff salaries including PAYE and Pension, all **approved** unanimously. * £379.25 Wildlife & Environmental Project Budget, Grant Funds currently raised and Ring-Fenced for the finalisation and ongoing maintenance of the project.

16/24 To Receive an update on Fledborough Broadband

Cllr Atkinson advised the following from Openreach: *"Congratulations on hitting the 80 properties pledging target and thanks for all your support for the scheme so far. We would encourage people to continue to pledge, in case there are any pledges that we can't convert into vouchers. It's also useful for our team to see where the demand is when they come to survey. The full survey of the area is the next step. It will take several weeks and as soon as I have a start date for that I'll let you know. At the moment there's only 6 outstanding vouchers pending validation of those we've requested so far (we haven't requested them all yet). These are mostly in Laneham. Our team here proactively chases these validations as we can't share the details of who these are with anyone else (due to data protection). I'll be back in touch when I've got a further update on the survey work."*
If any residents have further questions, they can also contact the Notts County Council Broadband Engagement Officer and his Better Broadband for team using enquiries.broadband@nottscc.gov.uk or by phoning 0115 977 2532.

17/24 To Adopt the Local Government Association Model Code of Conduct

A new Code of Conduct was written by the LGA, last year NALC emailed parish councils to advise to wait until the District Council (BDC) adopted the Code of Conduct. Bassetlaw Council has now appointed a new Monitoring Officer who has advised that BDC adopted the new Code of Conduct in late 2023 and encourages all parish councils in the district to replace their existing Code of Conduct in favour of the LGA Model Code of Conduct so that consistent standards are applied across all parish Cllrs in the Bassetlaw area. After discussion, Cllr Barden **Proposed**, Cllr Watkinson **Seconded** and the Council **Resolved** to adopt the LGA Model Code of Conduct with immediate effect and that any subsequent updates by the LGA to the Model Code of Conduct will be automatically adopted if and when these occur.

18/24 To Agree to renew the Darlton Playpark lease for another 10 years and the associated legal costs

The current lease for the play park expires in May 2024, Strawson's are willing to renew again for another 10 years, they won't allow a longer period. If the Parish Council wish to renew then they expect the estimated £1500 to £2000 cost to be borne by the Parish Council. After discussion, Cllr Barden **Proposed**, Cllr Watkinson **Seconded** and the Council **Resolved** to proceed with the lease renewal, and to negotiate the best possible price with the landlord over the legal fees, up to a maximum of £1,000.

19/24 To Note Bassetlaw Councils donation of a Flooding Resilience Shipping Container for the local area

In 2007 BDC allocated shipping storage containers to villages which had internal flooding, they now wish to potentially allocate one to the Dunham local area. The Village Hall committee have agreed to it to be located on Village Hall land, the parish council would become responsible for access and replacement of the contents. After discussion, Cllr Barden **Proposed**, Cllr Watkinson **Seconded** and the Council **Resolved** to accept responsibility for the contents and introduce an Emergency Plan. Action, Cllr Barden contacting the SE Forum members for Emergency Plan templates.

20/24 To whether to comment as a Parish Council on the Bassetlaw Ward area electoral area review

The Local Govt Boundary Commission has opened a public consultation inviting proposals for new council wards and ward boundaries for Bassetlaw District Council area, which closes on 29th Apr 2024. They will then hold a further period of consultation on the draft recommendations. Their final recommendations are expected to be published in February 2025. The new electoral arrangements will come into effect at the local elections in 2027. The electoral review will recommend new electoral arrangements for Bassetlaw District Council. They will propose:

1. the total number of councillors elected to the council in the future;
2. the number of wards;
3. the number of councillors representing each ward;

4. ward boundaries; and
5. the names of wards.

This is no change from the current number of councillors and they state that this will remain at a total of 48. In drawing up new electoral wards, they must balance three legal criteria, namely:

1. to deliver electoral equality: where each councillor represents roughly the same number of electors as others across the district;
2. that the pattern of wards should, as far as possible, reflect the interests and identities of local communities;
3. that the electoral arrangements should provide for effective and convenient local government.

They will treat all submissions equally, and judge each case on its merits and against the legal criteria. They have also set up a webpage dedicated to the review of Bassetlaw, where you can find all the relevant information, access interactive maps of the current ward boundaries, and give your views.

They welcome views from both the public and Parish Councils alike on the warding arrangements by 29 April 2024. Representations should be made:

- Through their website <https://www.lgbce.org.uk/>
- By email to reviews@lgbce.org.uk
- Or in writing to Review Officer (Bassetlaw), Local Government Boundary Commission for England, PO Box 133, Blyth, NE24 9FE.

After discussion, Council **Resolved** that via the Planning Scheme of delegation, the Cllrs will draft and send a suitable response for the Clerk to submit before the deadline date.

21/24 To Note in the Minutes the response to any planning applications via the scheme of delegation

The Council **noted** the following which have been responded to via the scheme of delegation:

- **23/01519/SCR Screening Opinion Proposed for a New 400 KV Substation - High Marnham Power Station Fledborough Road High Marnham** – The Council responded as follows: *“It is Dunham and District Parish Council’s opinion that an EIA is required for the proposed substation based on the screening document for 23/01519/SCR. The proposed substation would have significant effects on the environment based on its size, nature and location. (As detailed in section 1.1.2 of the screening document)*

This opinion is based on the following factors:

- *The scale of the development, as outlined in section 2.2.2 of the screening document*
- *The development is proposed to be on land that is currently agricultural fields*
- *The topography of the location would increase the substations prominence compared to the existing substation*
- *The proximity to local wildlife sites and areas known to be habitats for bats*
- *Landscape and visual appeal*
- *The potential impact on listed buildings and non-designated heritage assets*
- *The cumulative effect on noise with the current High Marnham substation*
- *The impact on public rights of way, specifically the Sustrans route 647*
- *Socio-economic effects on local businesses in the leisure industry*
- *Cumulative impacts with development on the former power station site*
- *Cumulative impacts with the solar farm that has received planning permission on the proposed substation site*

The Parish Council has the following comments on the screening document:

- *Table 2 – Ecology: Bats have been situated in the woodland next to the access drive to the former power station site, <100m away from the outlined area. This will require further consideration.*
- *Table 2- Landscape and Visual: The residents at Station Row and Station Cottage in Fledborough have not been included in this section.*
- *Table 2- Landscape and Visual: The existing vegetation is not under the ownership of the applicant, and their landscape and visual assessment should reflect this. There would be no way of enforcing that the trees/vegetation is retained.*
- *Table 2- Landscape and Visual: The trees alongside the former power station drive are deciduous, and would have a reduced screening affect in the winter. The landscape and visual assessment should take this into consideration.*

- *Table 2- Cultural Heritage and Archaeology: The scoping document highlights listed buildings, but does not include Non-Designated Heritage assets (NDHA's). NDHA's are a material consideration in the planning process. Particular focus should be given to potential impacts on Fledborough Viaduct.*
- *Table 2- Air Quality: The table states that the nearest residential receptor is approximately 400m away. There are 3 residential receptors approximately 100m away; Station cottage and Station Row in Fledborough. These 3 receptors are missing from other sections of the document.*
- *Table 2- Water Resources and Flood Risk: Drainage should be assessed with input from the Trent Valley Drainage Board.*
- *Table 2- Noise and Vibration: As the current substation would only be partially demolished, the proposed substation would result in a net increase in the low frequency hum already experienced in the area. The cumulative effect should be assessed in the noise assessment. The higher elevation to the existing substation should be assessed. As there are plans for a Nationally Significant Infrastructure project composing of many solar panels, and an approved planning application for solar panels, the reduced sound absorbing characteristics of the solar panels compared to farmland should be included in the noise assessment and any modelling done. Further mitigation would likely be required.*
- *Table 2- Traffic and Transport: The maps provided in the appendices do not include the Sustrans route 647, which runs along the disused railway line, and is in the vicinity of the outlined area and has not been mentioned in this section.*
- *Table 2- Traffic and Transport: The entrance of the Sustrans route 647 is near the planned entrance for the substation, the parking here is already an issue. In combination with construction traffic for approved planning application on the former power station site, the cumulative effect of increased construction traffic should be assessed. A separate entrance opposite Polly Taylor's Road would be preferable, and avoid turning right near a blind bend.*
- *Table 2- Materials and Waste: The decommissioning of parts of the existing substation, as outlined in section 2.2.1 have not been included in this section. As such, there is no consideration to identifying, or the disposal of, hazardous substances that are likely to be present in an older substation (such as oils containing PCB's, Sulphur Hexafluoride gas in switchgear, or asbestos insulators). Disposal of other waste that would be generated from the decommissioning of parts of the existing substation has not been outlined.*
- *Table 2- Materials and Waste: No anticipated lifespan of substation equipment has been given during the operation of the proposed substation, and what waste would be generated in replacing equipment.*
- *Table 2- Materials and Waste: Consideration for the type of oil used in transformers should be mentioned. Concerns about fire risk and toxicity of some transformer oils should be addressed.*
- *Table 2- Socio-economic, population and Human Health: The nearest properties of Station Cottage and those on Station Row have not been mentioned in this section, as with other sections.*
- *Table 2- Socio-economic, population and Human Health: The potential effects on the nearby Sustrans route, which benefits the local tourism industry, need to be addressed. Without adequate screening and mitigation, there is a risk to the desirability of the route and a reduction in visitors.*
- *Table 2- Risk of major accidents and disasters (relevant to the project concerned): A major accidents and hazards assessment should be done for the project. Planning has been approved for an 8MW Hydrogen electrolyser to the east of the proposed site, and this should be included in the assessment. A separate entrance for the substation should be considered as part of any response to accidents/disasters.*
- *Table 2- Cumulative Impacts: This section only identifies cumulative impact with planning applications and omits Nationally Significant Infrastructure Projects (NSIPs)*
- *Table 2- Cumulative Impacts: **Omitted from this section is the OneEarth NSIP.** This proposed solar project, covering around 1500 ha, located in areas around the proposed substation, with a large amount of land currently in the NSIP <2km from the site. This development is of a huge concern to local residents and further clarification from National Grid is needed on how the current NSIP's for pylons, substations and solar will interact.*
- *Table 2- Cumulative Impacts: The cumulative effect of the North Humber to High Marnham NSIP has not been considered. As this is planned to connect to the proposed substation, the cumulative effects must be assessed.*

The main Parish Council consultee for the 23/01519/SCR application is Normanton on Trent Parish Council. However, due to the proximity of visual receptors and other factors, Dunham and District Parish Council wish to be consulted in future developments and applications.

24/00033/FUL Construction and Operation of Additional Plant for Electrolytic Green Hydrogen Production and Associated Works - Land at High Marnham Power Station Power Station Access Fledborough Road High Marnham - The Council responded as follows:

“Dunham with Darlton, Ragnall and Fledborough Parish Council discussed this application and have concerns. Due to these concerns, at this stage we are not supporting nor objecting to this application.

The entrance to this site sits within 100 meters of the village of Fledborough and also 3 properties, Station House and Nos 1 and 2 Station Cottages which once housed employees of the Fledborough railway station and now in private ownership. This was a small, rural and farming village, which then had High Marnham Power Station as its neighbour from 1959 until its decommissioning in 2003. Since then, this southern boundary has developed into a wildlife haven and houses one of the many national cycle tracks, managed by Sustrans.

This site, has been purchased by the JG Pears Group and with no current master plan, it is being developed piecemeal. This planning application is the latest request and forms part of a joint venture with Geopura Limited, has received funding from the Dept for Energy Security and Net Zero and follows successful applications for:

- **December 2019** - Storage Building, Class B8
- **January 2023** - Construction and Operation of a Solar Photovoltaic Farm in 2022
- **March 2023** - A Gate House and a Weigh Bridge
- **May 2023** - Despatch Warehouse, Class B8 and Packaging Plant, Class B2
- **October 2023** - Construction and Operation of an 8 MW Electrolytic Green Hydrogen Production Plant and associated infrastructure
- **February 2024** - Construction and Operation of a prototype for the production of hydrogen from ammonia and associated HGV loading and unloading area

The Parish Council wishes to make comments on based on the following concerns:

- Transport
- Landscaping and Bio-diversity
- Lighting
- Recreation
- Historic maps

TRANSPORT AND TRAFFIC

Since the movement of all HGV's to and from this site can be considered cumulatively, its important this is given some consideration as the figures in the transport assessment focus on **this development only** and it is the cumulative number that will impact our roads. This will affect Main Street and Fledborough Road which run through the villages of Ragnall and Fledborough, both linear settlements and then onto the site at High Marnham. In the transport plan, this application expects approximately 264 weekly HGV movements of Ammonia, Hydrogen and water to be transported through both villages.

From their other planning applications, detailed above and associated transport plans, we have been able to calculate the additional HGV movements through our parish:

Which is:

Operation of a B8 despatch warehouse & B2 packaging plant	Operation of Green Hydrogen Plant	Operation of Ammonia Cracking Plant
238	140	149

Totalling an additional 791 HGV movements each week.

As a Parish Council we are mindful these figures may have been amended as the development site has progressed and would therefore request that accurate cumulative figures are provided by the developer for clarification purposes and to have a true picture of the additional traffic generated by the development of this site to date?

In the interested of residential amenity and road safety and based on these figures, we would like to see conditions put in place to limit operational traffic and HGV movements to Monday to Friday 0800 to 1800 and Saturday 0900-1300. This will give residents “HGV free days” on Saturdays and Sundays.

LANDSCAPING AND BIODIVERSITY

The historic use of this site, a power station should not be an excuse for poor landscaping and visual design. As a community we have lived without the power station for more than 20 years and seen the natural environment flourish.

As this site grows and develops, a more comprehensive tree planting/landscaping plan should be considered. There has been no mention of creating tree planted/grass/wildflower berms, which we believe the applicant may have created at their site in Low Marnham.

The consideration of berms could help camouflage (on both the east and north side of the development) the branded bright white containers from Geopura from view, from both the Trent Valley Way, which is a footpath measuring 154 miles and runs through the Trent Valley passing the development on the East side and from Fledborough Viaduct, home to the Sustrans national cycle track, a UK wide network of signed paths and routes for walking and cycling. All contributing to minimising the visual impact with the aim of trying to protect the views from both of these public places.

JG Pears Limited and Geopura Limited are leaders in green energy and have a lot to shout about regarding their successes and have already received funding for creating hydrogen. Bearing this in mind, we would have expected more net biodiversity gain than their application details and a lot higher than the legal minimum of 10%.

Our suggestion would be the creation of berms to minimise visual impact and a more comprehensive tree planting schemes to offset the pollution created by an increase in local HGV movements.

LIGHTING AND NOISE

There is an abundance of wildlife and birdlife in the area and we value the dark skies, which we have south of Fledborough and Ragnall. The lighting scheme details a low level and wildlife friendly lighting plan. We would like reassurance that as the site develops the lighting scheme is reflective of this and the cumulative glow of many lights on at the same will still appear as "low level and wildlife friendly" and will not resemble the night time lighting scheme they have at Low Marnham.

Again, noise generated from this site needs to be measured cumulatively and not independently. To protect residential amenity, we request operating and construction hours be limited to Monday to Friday 0800-1800 and Saturday 0900-1300 and are a condition of approval.

RECREATION

The vehicle entrance to this site sits just south of the national cycle track, which runs east via Fledborough Viaduct, a significant local historical asset, towards Lincoln and west towards the National Trusts Clumber Park.

The cycle track is a fantastic asset for amenity, recreation and exercise and on the east side of the river at South Clifton, links onto the Trent Valley Way, managed by The Trent Rivers Trust and passes through, Lincolnshire, Nottinghamshire and Staffordshire. Both fantastic assets and increasing in popularity. It doesn't appear that neither Sustrans or The Trent Rivers Trust have been consulted – maybe they should.

At the entrance to the Sustrans track, which sits less than 100m from the site entrance, there is no designated parking and no pavement makes access limited. Many users park on the road, grass verges and in the entrance to Network Rails test track regularly blocking access because there is no alternative parking. The increase in HGV traffic will only make this more dangerous and without limitations on HGV movement, particular at weekends, when there are regularly up to 15 parked cars, there is an increased risk of a major accident particular as this is by a sharp bend.

The Parish Council and local community are willing to work with developer to help mitigate this with the possibility of creating a small carpark just within the boundary of the development site.

HISTORIC MAPS

We have concerns regarding "Historical Maps x 26 – 11.01.24" and the unexploded bomb risk map.

This details an area, centred on Low Marnham and not covering the development site and we would question the reasons for having this document included. None the less, this map indicates this area in the low-risk category of having unexploded ordnance and is then subject to the developer's risk tolerance enabling them to proceed with no special precautions.

Low risk does not mean no risk.

We can find no evidence in any of the reports of a UXO risk assessment nor what measures they have place should during the development UXO is found. Based on this, can we request clarification that further investigations are done to remove the risk from low to no risk and if this cannot be done, would there be a

UXO professional on-site during construction who can quickly provide a remediation service should it be needed.

Taking into account the negative impact this development will have on the people living and working on the designated HGV route, the families and businesses that will be affected by noise and smell of this traffic and the additionally safety concerns, **can we suggest a decision is deferred until the government review of the site is finalised and the JG Pears Group along with their partners have submitted a "Master Plan" of the whole site. By the amount of planning applications submitted to the authority, in such a short space of time, would indicate, there is a masterplan which has yet to be shared."**

After further discussion of the above Planning Application, the Council agreed to send a further submission to Bassetlaw Planning, raising an **objection** as follows:

Since submitting our comments and concerns to you on 15th February 2024, we can see no response from the developer nor their agent to either us, or the planning authority regarding the cumulative movements of operational traffic accessing this site from the A57 at Dunham crossroads, through Ragnall and Fledborough, both small rural villages and laid out as linear settlements to the site at High Marnham.

The Delivery Traffic Management Plan dated 17.01.24, section 2 details anticipated operational traffic including HGV and other vehicle movement. Other documents relating to this development state that the junction at Ragnall with the A57 is not at capacity, as there is no supporting documentation or evidence backing up this comment, we would request that this is disregarded by the planners when the decision is being considered. The developer has failed to include in any of their planning applications the cumulative amount to date of traffic accessing this site for all of their developments, which are:

- ❑ December 2019 - Storage Building, Class B8
- ❑ January 2023 - Construction and Operation of a Solar Photovoltaic Farm
- ❑ March 2023 - A Gate House and a Weigh Bridge
- ❑ May 2023 - Despatch Warehouse, Class B8 and Packaging Plant, Class B2
- ❑ October 2023 - Construction and Operation of an 8 MW Electrolytic Green Hydrogen Production Plant and associated infrastructure
- ❑ February 2024 - Construction and Operation of a prototype for the production of hydrogen from ammonia and associated HGV loading and unloading area.

From all of these planning applications, it is indicated that once operational, the development of this site will generate an additional 791 movements per week. Compared to today, this is a huge increase in traffic numbers. Due to the very low employment rates generated by this development, most of this traffic will be HGV's. This will increase local noise, smell and pollution and the possibility of accidents on this stretch of road, which is no more than a rural road with plenty of twists, sharp bends and private driveways to residents' homes.

There has been references regarding the sites previous use as a Power Station and that the industrial scale of this has set the precedence for its use today. When operating as a power station, coal was delivered by rail and workers, vast in numbers compared to today, came from many different areas and were bused in and also came via a footbridge over the river Trent from South Clifton. In the power stations heyday, traffic coming through these 2 villages was nothing compared to the anticipated levels expected by the development of this site by the JG Pears Group

Taking into account the negative impact this development will have on the people living and working on the designated HGV route, the families and businesses that will be affected by noise and smell of this traffic and the additionally safety concerns, **can we suggest cumulative figures are submitted prior to a decision being made and that the decision is deferred until the government review of the site is finalised and the JG Pears Group along with their partners have submitted a "Master Plan" of the whole site. By the amount of planning applications submitted to the authority, in such a short space of time, would indicate, there is a masterplan which has yet to be shared.**

If the decision is to pass this application, in the interest of residential amenity and road safety and based on these figures, we would like to see conditions put in place to limit operational traffic and HGV movements to Monday to Friday 0800 to 1800 and Saturday 0900-1300. This will give residents "HGV free days" on Saturdays and Sundays."

- **24/00199/HSE - Detached Garage, Bulls Haven, Woodcoates Rd, Darlton:** The Council resolved to "support the application without any objection."

Following the recent storms, flooding, concerns from the local public and a discussion with the Dist Cllr at the previous meeting, the Cllrs reviewed the following information from Notts County Council:

- **SNOW WARDENS**

From: Newark Reception <newark.reception@viaem.co.uk>

I am reaching out to see if there is anyone in your district that would be willing to volunteer as a snow warden during adverse weather conditions. The season runs from October through to April. The responsibilities are as follows:

Contact the Customer Service Centre (0300 5008080), advise that you are a snow warden and inform them of the Parish that you cover. Then provide the following information:

Are the roads 'white over'? YES / NO

State the depth of settled snow (in mm)?

Is it still snowing? YES / NO (Heavy or light?)

Is traffic moving? YES / NO

Are vehicles leaving black wheel tracks? YES / NO

Snow wardens will update the information as conditions change (Minimum frequency 2 hours).

If there is anyone that is interested in volunteering, if you could please provide me with their contact details (name, contact number, contact address - preferably email, but home address is ok, the parish and district) and I shall contact them directly about what is expected.

I look forward to hearing from you. newark.reception@viaem.co.uk

Hannah Barrowcliff

Business Support

Business Services and Transformation

- **FLOOD WARDENS -**

I am sending the e-mail below on behalf of Mark Clements, Emergency Planning Officer, Bassetlaw District Council.

Contact details:

E – mark.clements@bassetlaw.gov.uk

M – 07977 688508

Nottinghamshire County Council have forwarded this information which may be of interest to your Parish Council.

As part of our Flood Resilience work, we are once again starting a programme of regular training for Flood Wardens across Nottingham and Nottinghamshire.

The Flood Warden schemes are community led, usually falling under Parish council insurance, and provide a good opportunity for those at risk of flooding from rivers and main watercourses to get involved in their local area. The Environment Agency and Nottinghamshire County Council provide initial training, PPE and advice on setting up the scheme, as well as ongoing refresher training and networking opportunities with Flood Wardens across the County.

Volunteer Flood Wardens will help raise awareness of flood risk in their local communities and provide a valuable link between local residents and those responding to a flooding incident in their area. Local communities know their area best, and the information volunteers provide can be invaluable to emergency services and responders during a flood event.

Flood Wardens can help in a variety of ways, including:

- *Ensuring members of the community have received flood warnings, understand what they mean and where to obtain further information*
- *Keeping Environment Agency Flood Warning Duty Officers informed during an incident*
- *Working as a community to prepare for a flood event and identify vulnerable people within the community who may need extra help*
- *Reporting blocked drains, ditches, etc to the relevant authority (NCC etc via Mynotts App/website)*
- *Potentially Developing a Community Flood Plan*

The Environment Agency and Nottinghamshire County Council are running flood warden training events, and are looking for new volunteers who wish to establish schemes in their area, or join an existing scheme.

If you are interested in registering, or would like further information, please email:

floodresilience.eastmidlands@environment-agency.gov.uk or Emergency.planning@nottsccl.gov.uk

The information has been shared with existing wardens, but we would appreciate your help in getting the message out further. Please can you share the above information with any community links you have.

Kind regards,

Kayleigh Mosley (Nottinghamshire County Council) and Chris Jones (Environment Agency).

The Council could potentially advertise for volunteers via a leaflet drop and also include the County Council's riparian ownership leaflet to landowner regards ditch and dyke maintenance responsibilities. After discussion, the Council **resolved** that the following Cllrs will act as Snow & Flood Wardens:


- Cllr Lee – Ragnall
- Cllr Bean – Fledborough
- Cllr Booth – Dunham
- Cllr Sergison – Darlton

And Cllr Thorpe will put a note in all noticeboards regards the County Council call for Flood & Snow wardens so that members of the public can also volunteer should they wish to.

23/24 To Receive Councillor's/Clerks' Reports including Road Traffic Accidents & County Council Highways Matters:

- **Noting of Accidents** – No new accidents on the A57
The following items have been raised with the Highways Authority Manager so that these matters can be investigated and finally resolved. Each month the Clerk chases the Highways Manager and the Parish Council adds to this list while awaiting a reply:

County Council Item	Issue/Detail	Potential Solution	Progress Made
Darlton – Highways Safety issues & speeding A57	A local resident of Darlton advised potential speeding issues on A57 in the village and poor signage.	Notts Police to come do speed checks and Notts County Council Highways Manager to look at what additional signage could be possible, particularly any which encourages drivers to slow down and make them aware of the playground and school children crossing.	16/11/2022 PC Glenn Turner advised that he would speed check again before Christmas and choose a spot to deploy the speed gun so that any vehicles we pull over are done safely and we have to risk assess each location to ensure we don't cause a collision. 13/01/2023 PC Mitchell advised the Speed Camera Team have assured me they will put Darlton on their list of places to conduct road safety campaigns in the future as a positive improvement for the village and also a visible and proactive deterrent to the motorists who speed through it. 28/11/2022 The Highways Manager agreed to visit W/C 5 th Dec to ascertain what could be potentially done regards signage. 10/01/2022 The Clerk chased the Highways Manager for an update. 22/02/2023 Highways Manager update "The data is back following the site visit and I've had a discussion with the colleagues regarding the data from the traffic survey and it does meet criteria for an interactive sign so we will look at getting a sign put in place at this location. This is now with NCC Transport Planning to assess the locations, effectiveness etc. I will hopefully have more information in the coming weeks or perhaps months depending on their workload but it is on their radar now.

			 <p>The signs are like the one above but can differ in design at times, but more often than not they look like the image.</p> <p>03/04/2023 reply from Highways Manager 'I don't have timescales at the moment unfortunately, this is with NCC at the moment to assess.' 22/09/2023 – Highways Manager advised <i>'Unfortunately this is now with NCC and we'll only find out more once they've assessed. I'll forward your email on in the hope to get some information.'</i></p> <p>18/10/2023 – Update from Highways Manager <i>"I have actually since emailed colleagues again to try and find out timescales, I'll await their response and hopefully be able to provide some clarity. I have previously requested this information with no avail but hope to apply some pressure to get this planned in."</i></p> <p>15/11/2023 Clerk chased Highways Manager for an update.</p> <p>22/11/2023 update from Highways Manager "I have spoken to LTP at NCC and this is on the list for inclusion in next years 2024/25 programme by way of LTP and Programme Development Team. If you require any further information, Paul Hillier has said he is happy to answer directly: paul.hillier@nottsc.gov.uk"</p>
Dunham Public Highway Access from A57 past St Oswalds Church Door to Church Walk	Since May 2022 the public have experienced issues with the new owner of the Church when walking along the public highway, off putting signage and self-closing devices have been installed.	NCC & PCC have both stated they are happy with the current signage and will not grant permission to the PC to install additional or altered signage.	15/11/2023 Cllrs monitoring the situation, asking around to see if any pedestrians have come across any issues walking through to Church Walk from the A57. 10/01/2024 – If a lock is seen on either archway gate, then a photo will be taken and passed onto Notts County Council highways dept for investigation.
Dunham – Laneham Road	No Bus shelter	School Children (7 at present) have no shelter	25/10/2023 - Transport Facilities Assistant advised <i>'Thank you for your request for a bus shelter to be installed at BA0745 Cartwright Close on Laneham Road, Dunham on Trent.</i> <i>As you may be aware, Nottinghamshire County Council has an extremely limited capital budget for investment in bus stop</i>

			<p><i>infrastructure, and this means only a limited number of new bus shelters can be installed each year. As a result, we are required to ensure that the limited funds are utilised to benefit the maximum number of passengers and to focus on supporting access to local bus services (rather than bus services dedicated for school children). At this particular bus stop, whilst it is used by school buses once a day, it is not served by any local bus services. It is therefore with regret that I'm afraid the County Council would not be a position to invest in a bus shelter in this location.</i></p> <p><i>I note that you enquired about the costs involved in providing a bus shelter in this location to help decide if the Parish Council could bid for funding to fund part or all of the investment. I've reviewed the site and concluded that significant civils works would be required to provide adequate hardstanding on which to install a bus shelter. It is also possible that land will need to be acquired beyond the highway extent to ensure a sufficient width of hardstanding can be maintained. The bus shelter would cost approximately £3.5k but I would estimate civils works of at least £5k and possibly up to £20k if one was to provide an uncontrolled dropped crossing point on both sides of the road plus the necessary hardstanding. I am really sorry not to be providing a more positive response but hope the above explains our position and provides the information you were seeking.'</i> Cllr Watkinson to draft a response disputing the use of the bus stop, stating it is used by others, Clerk to then email this back to NCC and Cc in Cllr Ogle who will raise this bus shelter as a safety scheme issue. 21/11/2023 Cllr Watkinson emailed Cllr Ogle the required information with photos. 5/12/2023 Cllr Watkinson emailed County Cllr Ogle the required information on 21st Nov.</p>
Village Hall – Low St Dunham	No Directional Signage to Village Hall	NCC to install a sign	<p>01/11/2023 update from Assistant District Highways Manager to Cllr Lee – “Further to your enquiry regarding signage for the village hall in Dunham, I can inform you that I have already put forward a scheme for signage from the A57 direction.”</p> <p>15/11/2023 Clerk chased Highways Manager and Cc Cllr Ogle to ask for clarification on timescales to install.</p> <p>02/01/2024 Clerk Chased again.</p> <p>03/01/2024 Highways Manager advised “No specific time for this but it will be</p>

			<i>done before April as its programmed for Quarter 4."</i>
Fledborough Bend	Lack of sufficient warning of the bend to drivers	NCC to advise what improvements could be made	14/11/2023 - 3 cars came off the road in 31 days and residents have asked the PC to explore what can be altered by Notts County Council. Highways Manager to asked to what safety measures could be implemented by the County Council now that the old reflector posts are gone and the chevron is very small. Cllr Atkinson to provide map/what3words location to send on with description of issue.
Fledborough	Drainage Board Pump Capacity & Dyke Maintenance	Clarification wanted from Drainage board on pump capacity and maintenance of dykes etc	09/01/2024 – Cllr Atkinson to draft an FOI request for the Clerk to send to the drainage board (who have ignored several email requests so far).
Darlington	missing/damaged chevron signs on these S bends between Darlington & Tuxford (just before gliding club heading towards Tuxford).	Cars keep ending up in his fields as if they don't know the road and there are no signs, they are not aware of how tight the bends are especially at night.	Reported on 21/01/2024 by Cllr Watkinson CSC578961577 – Needs sign replacing.
Darlington – A57	White lines missing/faded on A57 from Darlington towards East Markham	Makes it dangerous driving at night. NCC need to repaint the white lines	Reported on 11/03/2024 by Cllr Watkinson CSC594932663 – White lines need repainting.

New Items:

- **Cllr Bean** – One Earth Solar have been undertaking a birdwatch survey.
- **Cllr Barden** – provided an update from the SE Forum, Cottam Power Stn public meeting, the EDF community forum and the National Grid Meeting regards the pylons.
- **Cllr Atkinson** – The Trentsiders have decided to plant a tree in each village.

24/24 Closure of Meeting

There being no further business, the Chairman thanked everyone for their contributions and closed the meeting at 8:45pm.