

A46 Newark Bypass

TR010065/APP/5.1

5.1 Consultation Report

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009

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**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

A46 Newark Bypass
Development Consent Order 202[x]

CONSULTATION REPORT

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Glossary of abbreviations

DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
GRT	Gypsy, Roma and Traveller
IDB	Internal Drainage Board
NCC	Nottinghamshire County Council
NSDC	Newark and Sherwood District Council
PEI	Preliminary Environmental Information
PRA	Preferred Route Announcement
SCI	Statement of Community Involvement
SEB	Statutory Environmental Body
SLR	Southern Link Road
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground

1 Introduction

1.1 Purpose of this document

- 1.1.1 This Consultation Report (this “Report”) relates to the A46 Newark Bypass (the “Scheme”). A detailed description of the Scheme can be found in Chapter 2 (The Scheme) of the Environmental Statement (ES) (**TR010065/APP/6.1**).
- 1.1.2 In seeking the legal powers to construct, operate and maintain the Scheme, National Highways (the “Applicant”) is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”). Section 37(3)(c) of the Planning Act 2008 (the “2008 Act”) requires the Applicant to submit this Report as part of the application.
- 1.1.3 This Report explains how the Applicant has complied with the consultation requirements set out in the 2008 Act. Guidance about the pre-application process, including statutory consultation, can be found in the Department for Communities and Local Government (DCLG) (now known as the Department for Levelling Up, Housing and the Communities) document: Planning Act 2008: Guidance on the pre-application process (updated March 2015).
- 1.1.4 This Report also provides an account of:
- Engagement undertaken outside of the advertised periods of consultation
 - The statutory consultation undertaken between 26 October and 12 December 2022, in compliance with the requirements of the 2008 Act
 - Targeted non-statutory consultation undertaken between 17 March and 16 April 2023
 - Targeted statutory consultation undertaken between 8 September and 6 October 2023
 - Summarised responses received during all the consultation exercises (options consultation, statutory consultation, targeted non-statutory consultation and targeted statutory consultation)
 - How the Applicant has had regard to those responses in compliance with section 49 of the 2008 Act

1.2 Summary of consultation activities

- 1.2.1 A summary of the consultation activities undertaken for the Scheme is set out in Table 1-1 below. A summary of engagement activities can be found in Chapter 3 of this Report.

Table 1-1: Summary of consultation activities

Consultation activity undertaken	Start date	End date	Relevant section in this Report
Options consultation			
<p>Two options were presented for options consultation: Options 1 and 2. This consultation included the distribution of information to approximately 17,600 addresses, including statutory bodies, persons with an interest in land, local residents and businesses.</p> <p>Restrictions were placed on public events due to the coronavirus (Covid-19) pandemic, however a call back service was provided to allow stakeholders to speak to the project team.</p>	9 December 2020	2 February 2021	Further details can be found in Chapter 2 of this Report
Statutory consultation			
<p>Statutory consultation on the Scheme was undertaken under section 42 and section 47 and publicised under section 48 of the 2008 Act.</p> <p>This consultation included the distribution of information to approximately 21,500 addresses, including statutory bodies, persons with an interest in land, local residents and businesses.</p> <p>Eleven in-person community consultation events took place, as well as two online events and one business event. A number of meetings also took place with a range of stakeholders, including local authorities and persons with an interest in land.</p>	26 October 2022	12 December 2022	Further details can be found in Chapter 4 of this Report
Targeted non-statutory consultation			
<p>Following the statutory consultation, the Applicant carried out a targeted non-statutory consultation on six proposed changes to the Scheme.</p> <p>This consultation included the distribution of information to statutory bodies, persons with an interest in land and community stakeholders who the Applicant considered would be impacted by, and interested in, the changes.</p>	17 March 2023	16 April 2023	Further details can be found in Chapter 4 of this Report
Targeted statutory consultation			
<p>Following the targeted non-statutory, consultation, the Applicant carried out a targeted statutory consultation under section 42 of the 2008 Act, due to technical studies indicating the potential for noise impacts as a result of changes</p>	8 September 2023	6 October 2023	Further details can be found in Chapter 4 of this Report

Table 1-1: Summary of consultation activities			
Consultation activity undertaken	Start date	End date	Relevant section in this Report
<p>to traffic flows associated with the Scheme, in the vicinity of the Pelham Street area in Newark-on-Trent.</p> <p>This consultation included the distribution of information to newly identified persons with an interest in land, who were consulted about the Scheme as presented during the previous statutory consultation and subsequent targeted non-statutory consultation.</p>			

1.3 Covering letter and Section 55 checklist

1.3.1 A Covering Letter and Schedule of Compliance with Section 55 **(TR010065/APP/1.1)** is submitted within the development consent application documents.

1.3.2 The completed Schedule of Compliance with Section 55 checklist provides evidence of compliance with the pre-application consultation requirements within the 2008 Act.

2 Options consultation

2.1 Overview

2.1.1 This chapter describes the options consultation undertaken by the Applicant to inform the preferred route for the Scheme.

2.1.2 The options consultation was undertaken in the same spirit as the statutory consultation undertaken for the Scheme. The Applicant sought the views of various interested parties and stakeholders, as well as gauging public opinion, and having regard to these in selecting the preferred route. However, due to the coronavirus (Covid-19) pandemic restrictions on public gatherings, it was not possible to hold in-person consultation events or provide information at deposit locations as the Applicant would have done were the restrictions not in place.

2.1.3 The options consultation period ran from 9 December 2020 to 2 February 2021, allowing a total of 55 days for responses to be received.

2.1.4 The Applicant identified a number of methods to inform:

- Local community stakeholders, including residents, businesses and organisations
- Local political representatives, including Nottinghamshire County Council, Newark and Sherwood District Council, Parish Councils and local Members of Parliament
- Statutory bodies, including Natural England and Canal & River Trust
- Persons with an interest in land potentially affected by the proposals

2.1.5 These methods included:

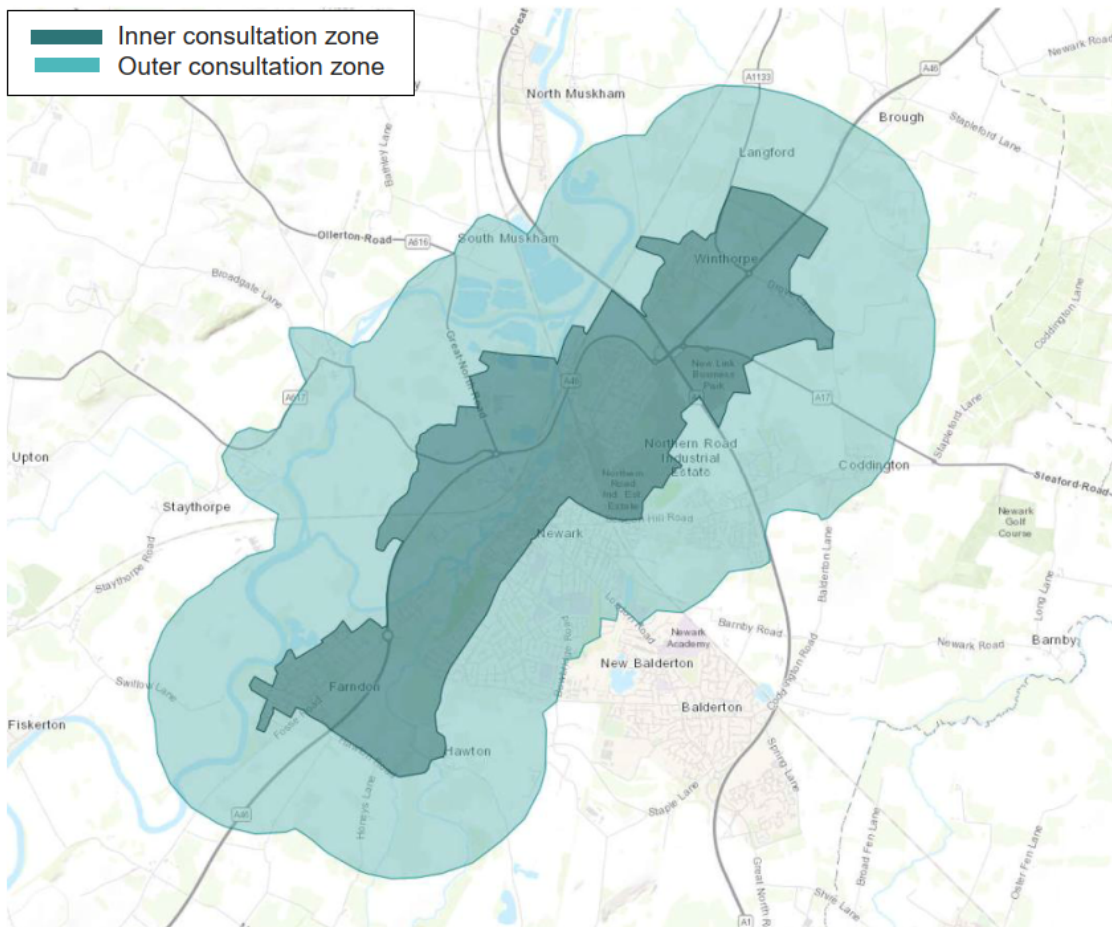
- Distributing 8,260 consultation brochures and response forms to addresses within an area determined as the inner consultation zone (see Figure 2-1 below)
- Distributing information postcards with details about the options consultation to a further 9,419 addresses within the outer consultation zone (see Figure 2-1 below)
- Uploading consultation documents onto the Scheme webpage at www.nationalhighways.co.uk/a46-newark-bypass
- Offering a call back service, promoted in consultation documents and on the Scheme webpage, to provide stakeholders with the opportunity to speak to a member of the project team at a mutually convenient time, either by telephone or online meeting
- Promoting the options consultation on National Highways' social media using posts on Facebook and Twitter

- Issuing a press release on 9 December 2020 to media outlets resulting in publicity about the options consultation in local papers (digital and printed), radio and television
- Promoting the options consultation using an advertising van which was parked during the day at popular locations still visited during the coronavirus (Covid-19) pandemic around Newark-on-Trent, including supermarkets and the local authority public car park
- Posting follow-up 'reminder' information postcards about how to have a say in the options consultation to addresses within the inner consultation zone (see Figure 2-1 below)
- Distributing posters for stakeholders to display at local amenities in Newark-on-Trent that were open and accessible during the coronavirus (Covid-19) pandemic

2.1.6 Two target areas for the distribution of consultation materials were developed for the options consultation. The areas are shown in Figure 2-1 below and were referred to as the inner and outer consultation zones. The zones were based on who the Applicant considered to be most affected by the proposed design of the Scheme, considering visibility, noise levels and the proximity of the options to existing properties. They were also developed to ensure key populations that use the roads were included, for example commuters and tourists who are likely to be impacted by construction, and areas that are highly populated, for example business parks.

2.1.7 Addresses within the inner consultation zone were sent consultation information along with copies of the options consultation brochures and response forms, as well as a follow-up information postcard. Addresses within the outer consultation zone were sent an information postcard promoting the options consultation and setting out details of where information was available to view.

Figure 2-1: Distribution of consultation materials



Source: Mott MacDonald, October 2022

2.2 Options presented at options consultation

- 2.2.1 As explained in Chapter 3 (Assessment of Alternatives) of the ES (TR010065/APP/6.1), a detailed appraisal was undertaken on the options for the Scheme. As a result, two options were taken to options consultation. The Options Consultation Brochure therefore presented the two options, known as Option 1 and Option 2. Figure 2-2 and Figure 2-3 below present the options.
- 2.2.2 The Options Consultation Brochure is provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2).

Figure 2-2: Option 1

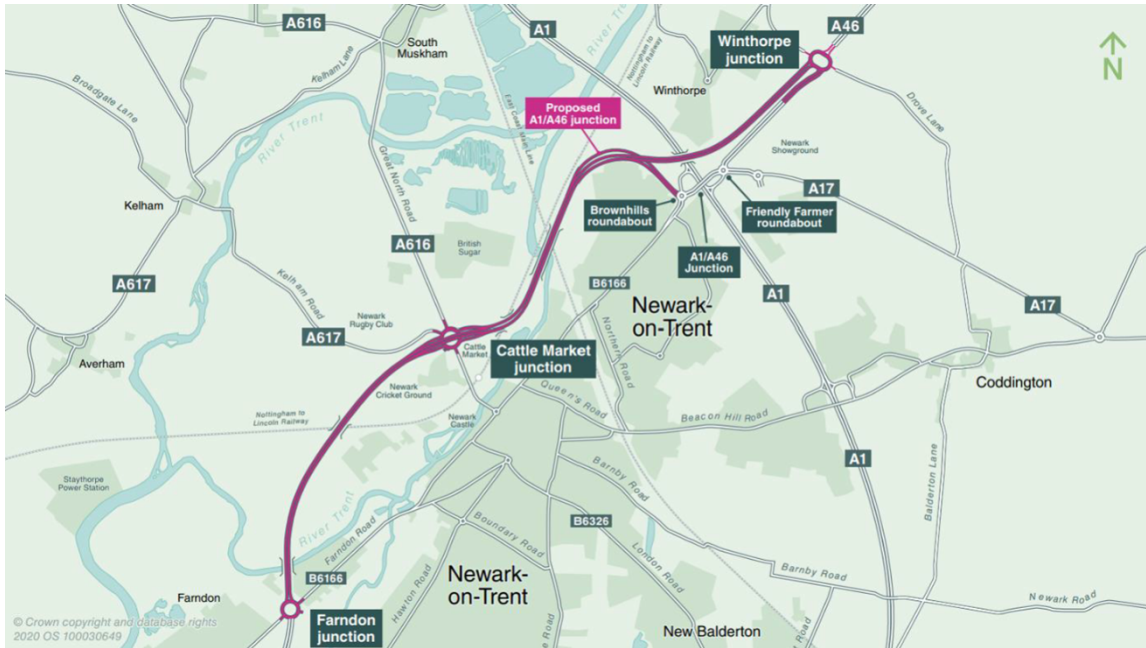


Source: National Highways, October 2022

2.2.3 Option 1 key features include:

- **Cattle Market Junction** - Traffic lights would be added to Cattle Market Junction and the layout changed for the A46 to pass through the centre of the roundabout. This would prioritise A46 through-traffic and reduce delays at this junction. The A617 Kelham Road would be diverted to a new roundabout with the A616 Great North Road to the north of the junction, to reduce delays at Cattle Market Junction. Between the new roundabout and Cattle Market Junction, the Great North Road would be widened to provide two lanes in each direction. In this option, all roads and the junction would remain at similar levels to the existing roads
- **Winthorpe Junction** - The new section of A46 would cross over the A1 to the south of Winthorpe and join back with the existing A46 to the west of Winthorpe Junction. This junction would be enlarged, retaining the four-arms it currently has, with traffic lights added to improve traffic flow. A new flyover across the A46 would provide access from Friendly Farmer Roundabout and the A1 to the A46 eastbound

Figure 2-3: Option 2



Source: National Highways, October 2022

2.2.4 Option 2 key features include:

- **Farndon Junction** - Traffic lights would be added to Farndon Junction to improve flows on this roundabout during peak hours. The general layout of Farndon junction would not be changed
- **Cattle Market Junction** - This junction would have a flyover (grade separated junction), with the A46 elevated to pass over the roundabout. In this option, Kelham Road and Great North Road would be retained as they are currently
- **Winthorpe Junction** - The new section of A46 would cross over the A1 and run slightly to the north of the existing road, joining back into Winthorpe Junction. The junction would be enlarged to a five-arm roundabout, with traffic lights added to improve traffic flow. This option would move the A46 slightly closer to Winthorpe but would remove the need for the flyover crossing over the A46 (as required in Option 1)

2.3 Options consultation outcome

2.3.1 In total, the Applicant received 1,584 responses to the options consultation. These included responses from local authorities, affected landowners, businesses and local communities. Responses came from both people living locally to the A46 and those living further afield. Of the responses received, 556 (35%) were via printed response forms, 983 (62%) were via online response forms and 45 (3%) responses were via letters and/or emails.

2.3.2 Summary of the main findings from the options consultation:

- A large majority of respondents that used the response form (printed and online) agreed that improvements to the existing A46 bypass were needed:

1,258 (82%) strongly agreed or agreed and 186 (12%) disagreed or strongly disagreed. When asked for their level of support regarding the options, 993 (65%) respondents supported Option 2 (43% strongly in favour), compared with 354 (23%) supporting Option 1 (with 8% strongly in favour)

- More respondents using the response form (printed and online) were dissatisfied than satisfied with all seven elements of the existing A46 bypass, particularly congestion (1,302 (85%) very dissatisfied or dissatisfied), road layout (1,029 (67%) very dissatisfied or dissatisfied) and journey time (950 (62%) very dissatisfied or dissatisfied). The comments received in the open questions on the response forms reinforced these findings
- Respondents were asked to say what was important to them and whether they had any concerns about particular issues in relation to the Scheme. The issues most widely cited by respondents using the response form (printed and online) were noise pollution (271 (18%) responses), a negative impact on local residents (262 (17%) responses) and that the options were inadequate with amendments required (213 (14%) responses)

2.3.3 Option 1

- When asked which response best represented their views on Option 1, 354 (23%) respondents that used the response form (printed and online) chose strongly support or support, and 868 (56%) chose oppose or strongly oppose. A neutral response was given by 270 respondents (18%) and 47 (3%) did not express an opinion
- The majority of comments received to the open questions in the response form (printed and online) about Option 1 were negative. The main negative responses related to the Scheme not improving congestion/increasing traffic flow (334 (22%) responses), not being in favour of the Cattle Market Junction design (305 (20%) responses), issues caused by traffic lights (233 (15%) responses) and it being an inadequate solution/design with amendments/improvements required (216 (14%) responses)
- The most frequent positive comments from respondents were that they approved of some aspects (128 (8%) responses) and that it resolves issues caused by roundabouts (74 (5%) responses)

2.3.4 Option 2

- When asked which response best represented their views on Option 2, 993 (65%) of respondents that used the response form (printed and online) chose strongly support or support, and 367 (24%) chose oppose or strongly oppose. A neutral response was given by 138 (9%) respondents and 41 (3%) did not express an opinion
- The main positive comments received to the open questions in the response form (printed and online) about Option 2 were respondents being in favour of the Cattle Market Junction design (291 (19%) responses), the design reducing congestion/improving traffic flow (284 (18%) responses), it incorporating grade separation/flyover (268 (17%) responses), it being the best or better

option (193 (13%) responses) and positive impact on local residents/traffic (96 (6%) responses)

- The main negative comments received to the open questions in the response form (printed and online) about Option 2 were that it had a negative impact on local residents (201 (13%) responses), it was an inadequate solution/design with amendments/improvements required (172 (11%) responses), it would increase noise pollution (147 (10%) responses), issues caused by roundabouts/junctions remain (145 (9%) responses) and that Winthorpe Junction layout should be improved, including issues caused by Newark Showground (131 (9%) responses)

2.3.5 A summary of the main themes raised during the options consultation by the various groups of stakeholders are listed in Table 2-1 below. The Applicant's responses are those provided at the time and contained within the brochure produced for the Preferred Route Announcement (PRA). The text presents information on the Scheme at the point in time that the PRA brochure was published, in February 2022. The information in this table should be considered in that light. The brochure created for the PRA is provided in Annex A of the Consultation Report Annexes **(TR010065/APP/5.2)**.

Table 2-1: Summary of main themes raised during options consultation and Applicant's response		
Theme	Issue/concern	Applicant's response (in February 2022)
Congestion at roundabouts	Some respondents raised concerns about the use of traffic lights at roundabouts and the congestion that this would cause. Some highlighted existing issues of traffic queuing back from the level crossing on the Great North Road to the south of Cattle Market Junction.	<p>The Applicant will only use traffic lights where they are expected to improve the operation of a junction; they may also only be used during peak hours or on some arms of a junction, if assessments show it would improve traffic flows.</p> <p>The Applicant has used forecast traffic flows to model all of the junction designs to ensure the operation of them is understood. These will be developed further and used to design the detailed layout of the junctions as the Scheme progresses.</p> <p>The Applicant has included the level crossing in traffic modelling to understand how it affects local traffic and will work with Network Rail and train operators to look for opportunities to improve the existing situation.</p>
Environmental impact for local residents	Concerns were raised by local residents that the Scheme would have negative environmental impacts, including noise, vibration, visual impact and light pollution.	<p>The Applicant's proposed design would widen the A46 away from Newark-on-Trent in order to retain as much of the existing vegetation as practical and to lessen the potential impact on views from Newark-on-Trent.</p> <p>It is the Applicant's policy to install low noise road surfacing where practical in noise sensitive areas. As a result of feedback, the Applicant has identified other potential noise mitigation options, such as noise fencing or landscaping that could benefit properties close</p>

Table 2-1: Summary of main themes raised during options consultation and Applicant's response

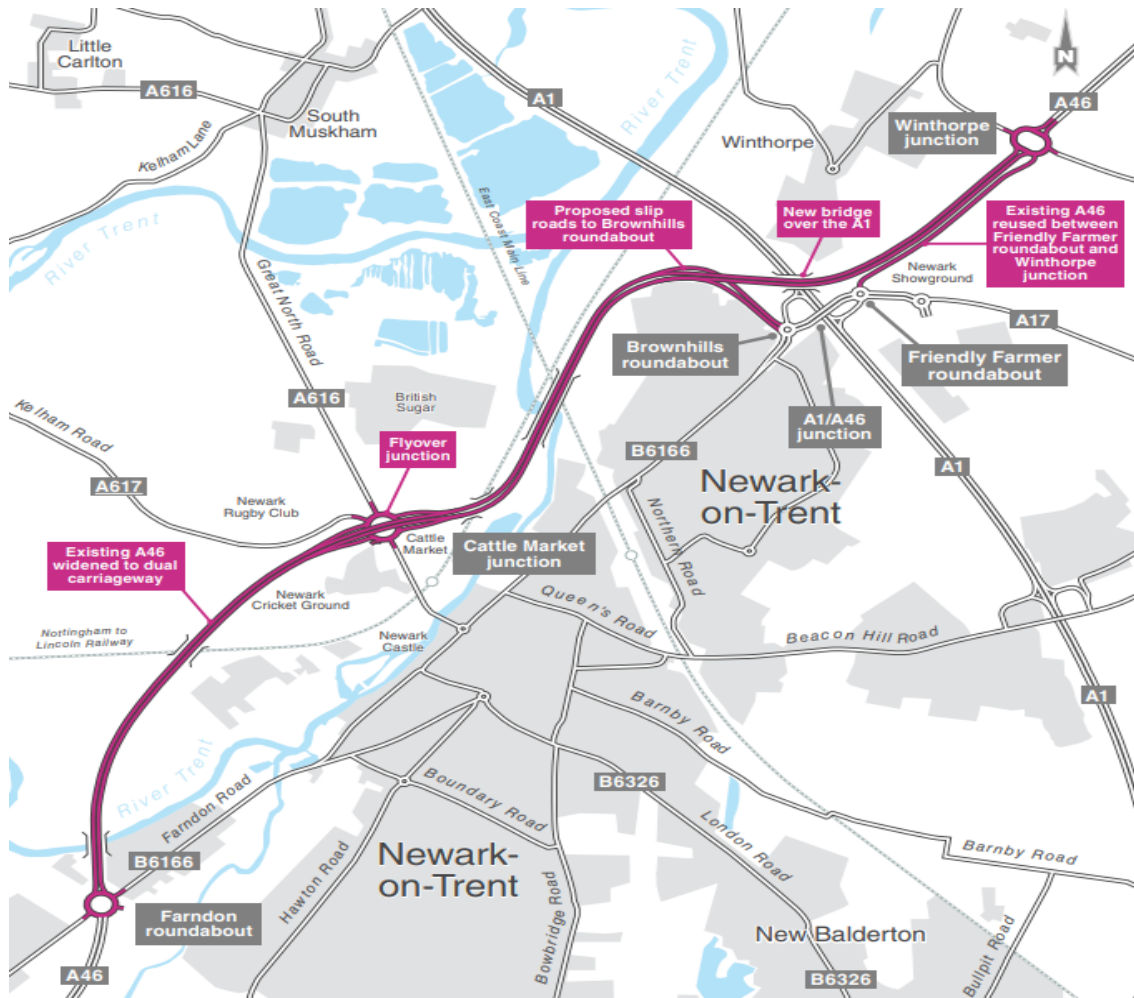
Theme	Issue/concern	Applicant's response (in February 2022)
		<p>to the Scheme and should be considered for inclusion.</p> <p>The Applicant advised that, during the next stage of the Scheme's development, further assessments would be undertaken to consider what environmental mitigation measures may be needed, and that more detail would be provided during the statutory consultation on the Scheme.</p>
Environmental impacts at Winthorpe village	Some respondents were concerned about the negative environmental impacts on the village and the conservation area of Winthorpe. There was support for exploring alternatives in the vicinity of Winthorpe to minimise the impact, and alternatives were submitted by the 'Think Again' action group and Winthorpe with Langford Parish Council.	The Applicant reviewed these concerns and, in response to this, developed and modelled Option 2 Modified, the preferred route for the Scheme. This would move the route of the new A1 crossing approximately 75 metres further from Winthorpe than Option 2 and narrow the existing A46 between Friendly Farmer and Winthorpe Roundabouts to a single carriageway (Friendly Farmer Link Road), using the existing westbound carriageway. The existing eastbound carriageway would be used for part of the new A46 link [the Scheme].
Newark flat rail crossing	Respondents highlighted the need for the Scheme to consider Network Rail's aspirations to separate the levels of the existing flat crossing between the Nottingham to Lincoln line and the East Coast mainline at Newark-on-Trent.	<p>The Applicant has worked with Network Rail and the Department for Transport to identify and understand any conflicts between the Scheme and the potential grade separation of the railway lines, and to discuss opportunities for working together.</p> <p>As a result, the Applicant identified a location immediately to the east of the sewage works underpass where the schemes would be very close together. The Applicant changed the layout of the eastbound exit slip road to Brownhills Roundabout to increase the space between the railway and the road so that a future rail scheme would not be prevented by the Scheme.</p>
The A1/A46 junction	Some respondents stated that the A1 junction needs to be improved as part of the Scheme.	The Applicant has modelled the forecast traffic movements at these junctions in order to understand how the Scheme would impact their operation. This modelling will be refined as the Scheme is developed and used to design potential modifications to the existing roundabouts in order to improve their operation, such as changes to signing and road markings. Early traffic modelling indicates this approach will reduce traffic using the A1/A46 junction by around half, enabling the junction to operate within its capacity.

Table 2-1: Summary of main themes raised during options consultation and Applicant's response

Theme	Issue/concern	Applicant's response (in February 2022)
A hybrid of Option 1 and Option 2	Some respondents asked for a combination of Option 1 and Option 2; with Option 2 at the western end to provide grade separation at Cattle Market Junction and Option 1 at the eastern end.	The Applicant developed a hybrid option in response to feedback. This option was modelled and assessed so that it could be considered fully at the option selection stage. This hybrid option provided similar travel time savings and additional capacity on the A46 to Option 2, but, due to the raised flyover link from Friendly Farmer Roundabout, had a greater environmental impact than Option 2 Modified. For these reasons, it was not selected as the Applicant's preferred option.

- 2.3.6 The options consultation outcome, together with technical appraisal, economic assessments and environmental assessments, were used to inform the Applicant's option selection. As a result, a modified version of Option 2, called 'Option 2 Modified' was selected as the preferred option. The PRA was announced on 24 February 2022. Further details about the assessments, alternative proposals and the case for the Scheme which form the development consent application can be found in the Case for the Scheme (**TR010065/APP/7.1**).
- 2.3.7 Option 2 Modified, shown in Figure 2-4 below, was developed following the options consultation, taking into account feedback that Winthorpe village would experience negative environment impacts from the Scheme. In Option 2 Modified, the route of the new A46 link crossing the A1 was moved approximately 75 metres further south from Winthorpe compared with Option 2.

Figure 2-4: Option 2 Modified



Source: National Highways, October 2022

2.3.8 The Applicant published a Report on Public Consultation in May 2021, following the options consultation, which presented information about how stakeholders were consulted, the consultation feedback that had been received and how the information gathered would be used in the development of the Scheme. A copy of the report is provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2).

3 Ongoing engagement

3.1 Overview

3.1.1 This chapter sets out the ongoing engagement with a range of stakeholders that has taken place on the Scheme outside of the advertised period of statutory consultation. It also sets out the steps undertaken in relation to compliance with Regulation 8(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).

3.2 Preferred route announcement

3.2.1 A modified version of Option 2, called Option 2 Modified, was announced as the preferred route for the Scheme on 24 February 2022.

3.2.2 The brochure created for the Preferred Route Announcement (PRA) is provided in Annex A of the Consultation Report Annexes (**TR010065/APP/5.2**).

3.2.3 The Applicant shared information regarding the PRA with key stakeholders using methods consistent with the options consultation. These methods included:

- Posting brochures to addresses within the inner consultation zone and information postcards to addresses within the outer consultation zone, shown in Figure 2-1 above
- Providing information on the Scheme webpage, including a link to all materials and information about public information events at www.nationalhighways.co.uk/a46-newark-bypass
- Promoting the PRA on National Highways’ social media channels, including Twitter and Facebook
- Distributing posters with details about the PRA for stakeholders to display at local amenities
- Asking local authorities to promote the PRA using their existing communication channels
- Carrying out online public information events for members of the public who could not attend any in person public information events

3.2.4 Three in-person public information events also took place to provide information about the PRA, as outlined in Table 3-1 below.

Table 3-1: PRA public consultation events	
Date	Event location
3 March 2022	The Lord Nelson, Gainsborough Road, Winthorpe, NG24 2NN
4 March 2022	The Lord Ted, Farndon Road, Newark, NG24 4SW

Table 3-1: PRA public consultation events	
Date	Event location
5 March 2022	Newark Market Place, Market Place, Newark, NG24 1DU

3.3 Engagement with stakeholders

- 3.3.1 As part of the development of the Scheme, the Applicant has continued to engage with stakeholders outside of the advertised options consultation, statutory consultation, targeted non-statutory consultation and targeted statutory consultation periods. These discussions, and the areas focused on, are set out in Table 3-2 below. The table is not exhaustive and seeks to demonstrate key engagement undertaken, rather than provide a complete record of all activities between the Applicant, its specialists and stakeholders.
- 3.3.2 Further detail on the consultation responses received from these stakeholders during the statutory consultation, targeted non-statutory consultation and targeted statutory consultation on the Scheme, and how the Applicant has shown regard to them, is provided in Annex N of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 3.3.3 Further details relating to persons with an interest in land listed in Table 3-2 below, and the purpose for which compulsory acquisition and temporary possessions powers are sought, is provided in Annex A of the Statement of Reasons **(TR010065/APP/4.1)**.
- 3.3.4 Within Table 3-2 a unique identification number has been allocated to persons with an interest with land. These ID numbers are the same as the ID numbers allocated to consultation responses received from these consultees. The responses to the statutory consultation, targeted non-statutory consultation and targeted statutory consultation received from persons with an interest in land, are provided in Annex N of the Consultation Report Annexes **(TR010065/APP/5.2)**.

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
Local authorities		
Nottinghamshire County Council (NCC)	<p>The Applicant has engaged regularly with NCC representatives and discussed various elements of the Scheme's design, including the potential location for a site compound near Cattle Market Junction and walking, cycling and horse-riding routes.</p> <p>The Applicant met with the NCC County Archaeologist to review and agree the scope and specification for proposed geophysical and metal detector surveys and to discuss the contents of the</p>	<p>Ongoing engagement with the host authorities has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Widened the existing Great North Road to two lanes for southbound traffic from Cattle Market Roundabout to the Kelham Road junction • Relocated and improved the Newark Lorry Park entrance crossing by providing traffic signals to help future

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	<p>proposed Archaeological Management Plan (TR010065/APP/6.8).</p> <p>The Applicant held meetings with the NCC Countryside Access Manager to present alterations made to the design following the PRA with particular focus on walking and cycling routes.</p> <p>The Applicant has also engaged the NCC Countryside Access Manager, along with representatives from the NCC Local Access Forum, as part of Active Travel Partnership meetings. These meetings also included representatives from Nottinghamshire Area Ramblers, Newark Sports Association, British Horse Society, Cycling UK and Sustrans.</p> <p>There were also discussions regarding the design of the Scheme with NCC in joint host authority meetings with Newark and Sherwood District Council.</p>	<p>traffic flows, as well as making it safer for walkers and cyclists to cross</p> <ul style="list-style-type: none"> • Reduced the current Newark Lorry Park land required within the Order Limits • Decreased the footprint of Cattle Market Junction to reduce the impact of the Scheme on Smeaton’s Arches on Great North Road • Relocated attenuation ponds at Brownhills Junction adjacent to Nottingham to Lincoln Railway Line to avoid an identified historic settlement area • Introduced a new walking and cycling route around Winthorpe Roundabout from Hargon Lane, providing access between Winthorpe village and the Newark Showground • Changed the walking and cycling route at Brownhills Junction to shorten the distance of the route, providing more space for users and better lines of sight
<p>Newark and Sherwood District Council (NSDC)</p>	<p>The Applicant has undertaken meetings with the NSDC Community Liaison Officer to discuss impacted communities (including the local Gypsy, Roma and Traveller (GRT) and homeless communities) and consultation materials.</p> <p>The Applicant met with the NSDC Senior Conservation Officer and Tree/Landscape Officer to discuss the potential impacts and mitigation requirements for the Grade II listed arches at Cattle Market Junction, as well as key Environmental Impact Assessment (EIA) milestones.</p> <p>The Applicant met with the NSDC Environmental Health Officer to discuss air quality and noise monitoring surveys.</p> <p>The Applicant set up a working group to discuss the impact of the NSDC Newark Gateway Development (and potential relocation and expansion of the lorry park) on the Scheme’s design. This group included representatives from NSDC and the Air and Space Institute.</p> <p>The Applicant attended a working group set up by NSDC to discuss the impact of the Scheme on proposed developments at Newark Showground. This group was also attended by interested landowners. Discussions were focused on the walking and cycling aspects of the Scheme.</p>	<p>Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with NCC and NSDC, will be recorded within a Statement of Common Ground (SoCG), which will be developed and submitted to the Examining Authority during the course of the DCO examination.</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	<p>There were also discussions with NSDC about the design of the Scheme in joint host authority meetings with NCC.</p>	
<p>Nottinghamshire County Council (NCC); Newark and Sherwood District Council (NSDC)</p>	<p>The Applicant has held technical discussions as part of a joint forum with NCC and NSDC. Discussions centred around the Newark Gateway Development, the entrance to Newark Showground, the single carriageway between Winthorpe and Friendly Farmer Roundabouts (Friendly Farmer Link Road), the Southern Link Road (SLR) and Winthorpe Roundabout.</p> <p>As part of these meetings, both NCC and NSDC highlighted the importance of growth opportunities and the delivery of Newark Town Investment Plan.</p> <p>As host authorities for the Scheme, NCC and NSDC attended a meeting to discuss information and provide feedback on the draft Statement of Community Consultation (SoCC).</p> <p>Ahead of the statutory consultation, NCC and NSDC council members received a briefing which included a high-level summary of the Scheme proposals and information relating to the consultation process.</p>	
<p>Statutory undertakers</p>		
<p>Severn Trent (Drainage and Water Supply)</p>	<p>The Applicant's engagement with Severn Trent has covered issues relating to identification and protection of assets and diversionary requirements with specific focus on the sewage works.</p>	<p>Received information relating to asset protection guidelines and also about sections of pipeline in the vicinity of the Cattle Market Roundabout, that are the responsibility of British Sugar.</p> <p>Ongoing engagement with Severn Trent is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable generic protective provisions. An update will be provided during the development consent examination.</p>
<p>National Grid Electrical System Operator (ESO)</p>	<p>The Applicant's engagement with National Grid ESO has covered issues relating to identification and protection of assets and diversionary requirements, including information relating to Specification of Works.</p>	<p>Diversion estimate received. Ongoing engagement with National Grid ESO is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable protective provisions. An update will be provided during the</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		development consent examination.
Cadent Gas	The Applicant's engagement with Cadent Gas has covered issues relating to identification and protection of assets and diversionary requirements, as well as specific protections and agreements including the impact of the floodplain compensation works and the pipelines in the vicinity of British Sugar.	Alternative options to diversions discussed and discounted. Diversion estimate received as well as information relating to legal agreements and requirements. Ongoing engagement with Cadent Gas is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable protective provisions. An update will be provided during the development consent examination.
Virgin Media	The Applicant's engagement with Virgin Media has covered issues relating to identification of assets and diversionary requirements, including information relating to Specification of Works.	Diversion estimate received as well as information relating to legal agreements and requirements. Timescales relating to diversionary works also outlined. Ongoing engagement with statutory undertakers is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable generic protective provisions. An update will be provided during the development consent examination.
EU Networks	The Applicant's engagement with EU Networks has covered issues relating to identification of assets and diversionary requirements.	Diversion estimates received. Ongoing engagement with statutory undertakers is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable generic protective provisions. An update will be provided during the development consent examination.
Openreach	The Applicant's engagement with Openreach has covered issues relating to identification of assets and diversionary requirements.	Diversion estimates received. Timescales relating to diversionary works also outlined. Ongoing engagement with statutory undertakers is taking place regarding protection and diversion of assets, as required. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable generic protective provisions. An update will be provided during the development consent examination.
CityFibre	The Applicant's engagement with CityFibre covered whether assets present in the vicinity of the A46 or	Confirmation that no asset presently in the vicinity of the Scheme.

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	Newark-on-Trent.	
Instalcom	The Applicant's engagement with Instalcom has confirmed they have no asset presently in the vicinity of the A46, however they have advised that they have assets on the East Coast Mainline which may be impacted by potential viaduct structures.	Confirmation that asset on East Coast Mainline not impeded by the Scheme works.
Statutory bodies		
Natural England	<p>The Applicant's engagement with Natural England focused on methodology and findings from ecology surveys, design iteration, mitigation and compensation measures, biodiversity net gain and Habitats Regulations Assessment.</p> <p>The Applicant set up an Environmental Technical Working Group. Attendees included representatives from Historic England, Natural England, Environment Agency, NSDC and NCC. The Technical Working Group provided all attendees with a detailed overview of the Scheme, the anticipated Scheme timeline and an overview of the environmental surveys undertaken to date. Attendees were also informed of the EIA process, and a summary of the environmental design principles was presented along with a review of the environmental masterplan at various stages of its development.</p>	<p>Ongoing engagement with Natural England, as a Statutory Environmental Body (SEB), throughout the EIA process has helped to identify environmentally sensitive receptors early in the process, so that impacts on these features could be avoided where possible.</p> <p>SEBs have also helped to inform survey strategies, and survey results have been discussed with them. They have also been engaged in understanding how these results have informed the EIA. Where no alternatives exist, and the Scheme has resulted in impacts, appropriate mitigation and, where necessary, compensation has been discussed.</p> <p>Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with Natural England, will be recorded within a SOCG, which will be developed and submitted to the Examining Authority during the course of the Development Consent Order (DCO) examination.</p>
Historic England	<p>The Applicant held meetings with representatives from Historic England, alongside the Senior Practitioner for Archaeology at NCC and the Historic Environment Officer at NSDC. Meeting topics included assessment findings for built heritage assets, methodologies and subsequent findings from the suite of non-intrusive archaeology surveys, geoaerchaeological assessments and a programme of trial trenching planned prior to DCO examination.</p> <p>The Applicant set up an Environmental Technical Working Group. Attendees included representatives from Historic England, Natural England, Environment Agency, NSDC and NCC. The Technical</p>	<p>Ongoing engagement with Historic England, as a SEB, throughout the EIA process has helped to identify environmentally sensitive receptors early in the process, so that impacts on these features could be avoided where possible. SEBs have also helped to inform survey strategies, and survey results have been discussed with them. They have also been engaged in understanding how these results have informed the EIA. Where no alternatives exist, and the Scheme has resulted in impacts, appropriate mitigation and, where necessary, compensation has been discussed.</p> <p>Further information on engagement that has taken place, and areas of agreement</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	<p>Working Group provided all attendees with a detailed overview of the Scheme, the anticipated Scheme timeline and an overview of the environmental surveys undertaken to date. Attendees were also informed of the EIA process, and a summary of the environmental design principles was presented along with a review of the environmental masterplan at various stages of its development.</p>	<p>and disagreement identified during pre-application consultation with Historic England, will be recorded within a SoCG, which will be developed and submitted to the Examining Authority during the course of the DCO examination.</p>
<p>Environment Agency</p>	<p>The Applicant has held meetings with the Environment Agency that focused on water quality and flood management strategy, including flood defence at Cattle Market Junction and floodplain compensation. There were also discussions relating to nature reserves and environmental surveys, with information from river channel and topographical surveys shared.</p> <p>The Applicant set up an Environmental Technical Working Group. Attendees included representatives from Historic England, Natural England, Environment Agency, NSDC and NCC. The Technical Working Group provided all attendees with a detailed overview of the Scheme, the anticipated Scheme timeline and an overview of the environmental surveys undertaken to date. Attendees were also informed of the EIA process, and a summary of the environmental design principles was presented along with a review of the environmental masterplan at various stages of its development.</p>	<p>Ongoing engagement with the Environment Agency, as a SEB, throughout the EIA process has helped to identify environmentally sensitive receptors early in the process, so that impacts on these features could be avoided where possible. SEBs have also helped to inform survey strategies, and survey results have been discussed with them. They have also been engaged in understanding how these results have informed the EIA. Where no alternatives exist, and the Scheme has resulted in impacts, appropriate mitigation and, where necessary, compensation has been discussed.</p> <p>Through engagement with the Environment Agency, it was identified that the existing access track for the Environment Agency to maintain the flood defence adjacent to Cattle Market Roundabout needed to be shifted marginally to ensure the track was running on top of the flood defences.</p> <p>Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with the Environment Agency, will be recorded within a SoCG, which will be developed and submitted to the Examining Authority during the course of the DCO examination. In addition, Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable protective provisions. An update will be provided during the development consent examination.</p>
<p>Canal & River Trust</p>	<p>The Applicant has held meetings with the Canal & River Trust where discussions revolved around ecology surveys, as well as elements of the Scheme design, in particular the new bridge crossing which impacts part of the River Trent. The</p>	<p>Ongoing engagement with the Canal & River Trust contributed to the assessment of hydroelectric schemes and also the confirmation of details relating to the design of bridge structures, including headroom clearance requirements.</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	<p>Canal & River Trust provided information on the proposed hydroelectric plants along the River Trent.</p>	<p>Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with the Canal & River Trust, will be recorded within a SoCG, which will be developed and submitted to the Examining Authority during the course of the DCO examination. In addition, Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains applicable protective provisions for the Canal & Rivers Trust. An update will be provided during the development consent examination.</p>
<p>Trent Valley Internal Drainage Board; Nottinghamshire County Council (NCC); Environment Agency</p>	<p>The Applicant hosted a regular Flood and Drainage Steering Group with statutory bodies to gather feedback and discuss flood management and drainage strategy relating to the Scheme. Information was also shared relating to flood modelling, floodplain compensation and historic flood records.</p>	<p>As the Lead Local Flood Authority, NCC identified the potential to reduce surface water attenuation on the Scheme, where the surrounding floodplain is inundated in extreme storm events. The suitability of the floodplain compensation approach on the Scheme was agreed.</p> <p>The Trent Valley Internal Drainage Board (IDB) provided knowledge of the dyke network that surrounds the southern portion of the Scheme, giving permission in principle for multiple outfalls into the Old Trent Dyke.</p>
<p>Network Rail</p>	<p>The Applicant has held regular meetings with Network Rail, including their asset protection team. Discussions focused on potential Scheme impacts on Network Rail land and assets, including structures over the East Coast Mainline and Nottingham to Lincoln Railway Line. Asset protection agreement and SoCG documents were also discussed.</p> <p>Further meetings held with the Department for Transport and Network Rail regarding the potential future grade separation of the Nottingham to Lincoln Railway Line and the East Coast Main Line and the interface with the Scheme design. The Department for Transport commissioned a design consultant to undertake a feasibility design for the grade separation scheme and to identify potential clashes with the Option 2 modified design option for the Scheme.</p>	<p>Ongoing engagement with Network Rail has enabled the Applicant to confirm the bridge structure types used as part of the Scheme design over Network Rail lines. It has also enabled an outline solution for the structure and associated Overhead Catenary System over the East Coast Mainline. Network Rail's asset protection compliance requirements have also been confirmed, which will inform the Scheme's detailed design at later stages.</p> <p>The Applicant worked with the Department for Transport designer to respond to each of the identified areas to provide confidence that the Scheme did not preclude a future grade separated rail scheme from being delivered at a future date.</p> <p>Ongoing engagement with Network Rail is taking place to ensure that their assets are protected. Schedule 10 of the Draft Development Consent Order (TR010065/APP/3.1) contains the applicable protective provisions. An update will be provided during the development</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		consent examination. Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with Network Rail, will be recorded within a SoCG, which will be developed and submitted to the Examining Authority during the course of the DCO examination.
Persons with an interest in land		
BHLF-559H-RWDE-W; BHLF-AUZX-HY51-F; BHLF-AUZX-HYFY-8	The Applicant has engaged the landowner to discuss impacts of Scheme design on the landowner's property and business operations, including proposed alterations to property access routes, construction impacts and use of land for environmental mitigation, including bunding, planting and attenuation ponds.	<p>Engagement has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Removed previously proposed property access route from Order Limits • Agreed new location and layout of access track and altered Order Limits to account for this • Agreed location for landscape bunding planting and attenuation ponds • Reduced land take requirement in Order Limits to maintain as much useable farmland as possible for landowner <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with this landowner.</p>
BHLF-559H-RWDG-Y	The Applicant has engaged the landowner to discuss impacts of Scheme design on the landowner's property including amount of land included within Order Limits as well as future use and access to land.	Engagement with the landowner has resulted in the permanent and temporary land requirements being confirmed as well as a reduction in the land required within the Order Limits. Access requirements, future land use and the condition land will be returned to the landowner has also been clarified.
ANON-559H-RW7M-R; BHLF-AUZX-HY5Q-F	<p>The Applicant has engaged the landowner to discuss Scheme proposals, as well as the landowner's business operations and potential future developments.</p> <p>Discussions included the potential to improve access to and egress from the Showground, event day traffic concerns and informational and directional signage, as well as local walking and cycling routes. Proposals regarding the Scheme's Order Limits and proposed temporary land were also discussed.</p>	<p>Engagement with the landowner has influenced:</p> <ul style="list-style-type: none"> • The final design of the new Showground exit onto the new single carriageway link from Winthorpe Roundabout to Friendly Farmer (Friendly Farmer Link Road) • The modification of an existing Showground entrance on Drove Lane so that it is a 'left out' only exit. This has helped to alleviate concerns around queueing on Drove Lane <p>Table 5-19 in this Report provides further</p>

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		details of changes made to the Scheme as a result of consultation with this landowner.
BHLF-559H-RWDK-3	The Applicant has engaged the landowner to discuss the Scheme proposals, as well as the impact on the landowner's land and proposed development plans.	<p>Engagement has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Removed a walking and cycling route next to the Friendly Farmer Link Road to reduce the impact on their development site. The route was moved to the southern boundary of the landowner's development site • Removed the proposed access into the existing service station from the land parcel • Reduced Order Limits to limit the impact on proposed development site
BHLF-559H-RWAC-R	The Applicant met with representatives of the landowner to discuss the latest Scheme design and its potential impact on their land and business operations, including access, egress and site operations. Discussion topics included advance signage and the impact on site operations, as well as the potential developments they are planning on the site.	<p>Engagement with the landowner resulted in the realignment of the entrance slip road into the service station to minimise impact on site parking and operations. The Applicant also confirmed that the landowner's proposed developments on the site would not be impacted by the Scheme design.</p> <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with this landowner.</p>
BHLF-559H-RWZX-6	The Applicant has engaged the land agent on behalf of the landowner. While most engagement was related to ongoing survey activities, the land agent expressed concern that design plans indicated the use of an access track on the landowner's land for construction vehicles, Order Limits included part of the landowner's property and works may impact access to land on the western side of the A46.	Engagement with the land agent has clarified that the access track will only be used for pre-commencement work and will not be used by heavy goods vehicles. The Applicant also clarified alternate access options for land on the western side of the A46 and altered the Order Limits to remove the landowner's property.
ANON-559H-RW7F-H	<p>The Applicant has engaged the landowner about the Scheme's impact on their land, property and business. Discussion topics included the design of the floodplain compensation area, slip road and nearby roundabout. The landowner has requested accommodation works at the entrance of their property and also queried emergency access/egress via the A1 underpass.</p> <p>The landowner also has an interest in</p>	<p>Engagement has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Lowered the new roundabout at Brownhills Junction by approximately 1 metre • Adjusted the Order Limits to remove part of the landowner's property used for business operations • Added a noise barrier to the section of A46 from the Brownhills Junction exit

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
	<p>the design of the A46 slip road, the new Brownhills Junction, proposed environmental mitigation and the impact of construction on their business.</p>	<p>slip road to the new bridge crossing the A1 to mitigate noise and light pollution</p> <ul style="list-style-type: none"> • Committed to improve drainage at the existing A1 underpass so that the landowner can use this for access purposes • Agreed to provide accommodation works as part of the detailed design stage of the Scheme <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with this landowner.</p>
<p>ANON-559H-RWVS-W; ANON-559H-RW3Y-Z; BHLF-AUZX-HYFM-V</p>	<p>The Applicant has undertaken regular meetings with the landowner about the Scheme's impact on their land alongside developers that also have an interest in the land. Discussions have focused on the land required by the Scheme for floodplain compensation and use of sand/gravel.</p>	<p>Engagement with the landowner has resulted in a change to the Scheme Order Limits which has reduced the area of land required and its associated impacts on the landowner and their business operations.</p> <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with this landowner and interested parties.</p>
<p>BHLF-559H-RWZW-5; BHLF-AUZX-HY55-K</p>	<p>The Applicant has engaged a group of landowners about the Scheme's impact on their land and property, including concerns about the nearby diversion of a walking, cycling and horse-riding route, access to land and environmental impacts and mitigations, as well a nearby temporary construction vehicle holding area.</p>	<p>Engagement with the Residents' Association has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Revised design and construction strategy of Windmill Viaduct northbound approach to retain existing habitats/established vegetation and trees • Provided a 2-metre acoustic barrier from the existing underpass to Windmill Viaduct to reduce noise and visual impact of the Scheme • Agreed to install fencing where required along the proposed diversion of the walking, cycling and horse-riding route <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with these landowners.</p>
<p>ANON-559H-RWVX-2; ANON-559H-RW75-Z; ANON-559H-RW9R-Y; ANON-559H-RWTA-9</p>	<p>The Applicant has engaged landowners about the use of land for a combined access track/footway/cycleway to the east of Winthorpe village and landscape bunding.</p>	<p>Engagement has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • Removed part of the combined access track/footway/cycleway to the east of Winthorpe village, between A1133 and Hargon Lane

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		<ul style="list-style-type: none"> Moved landscape bunding next to new A46 dual carriageway <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with these landowners.</p>
BHLF-559H-RWUN-Q	<p>The Applicant has engaged the landowner to discuss the Scheme proposals and the impact on the landowner's land near to Brownhills Junction and Winthorpe village. Discussion topics included future land access requirements, permanent and temporary land usage, walking and cycling routes, responsibility for tree planting and the extent of the Order Limits.</p>	<p>Engagement has resulted in private means of access and an access track being included in the Scheme design for land access purposes and provision for a public right of way being included within the access track. The Order Limits have also been reduced on part of the landowner's land as well as the movement of an attenuation area to enable existing trees to be retained.</p>
Community		
Resident events	<p>Between the PRA and statutory consultation, the Applicant carried out five targeted public information events at key residential locations in the vicinity of the Scheme. These events invited residents to meet the project team, see up to date information about the Scheme design development and ask questions to project specialists. The Applicant also took this opportunity to promote the statutory consultation. Key topics discussed at these events included noise concerns, environmental impacts, air quality, speed limits and flooding.</p>	<p>As a result of feedback from the events the following changes were made to the Scheme design including:</p> <ul style="list-style-type: none"> Reconfigured Brownhills Junction to remove large scale site clearance and construction works immediately adjacent to Winthorpe Road and Robert Dukeson Avenue residential areas Revised environmental mitigation near to Cattle Market Roundabout Adjusted the location of laybys on the combined access track/footway/cycleway to the east of Winthorpe village
Think Again A46 Winthorpe Residents' Group	<p>The Applicant has engaged representatives of this community group to discuss the latest Scheme design and its potential impact on Winthorpe village and its residents. Discussions topics included the proposed route and design of the Scheme, environmental impacts and mitigation, safety of residents, active travel routes, noise monitoring, speed limits, the consultation process and the development of a SoCG.</p>	<p>Ongoing engagement with the Think Again A46 Winthorpe Residents' Group has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> Realigned the new bridge section over the A1 Realigned the A46 new dual carriageway and single carriageway link between Friendly Farmer and Winthorpe Roundabout (Friendly Farmer Link Road) so that it joins the existing A46 carriageway after the existing service station Lowered the new roundabout at

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		<p>Brownhills Junction by 2-metres</p> <ul style="list-style-type: none"> • Provided landscape and screening bunds along the new A46 dual carriageway to the east of Winthorpe village <p>Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with the Think Again A46 Winthorpe Residents' Group, will be recorded within a SoCG, which will be developed and submitted to the Examining Authority during the course of the DCO examination.</p>
<p>Active Travel Partnership</p>	<p>The Applicant has engaged representatives of this community group, which includes the NCC Countryside Access Manager, NCC Local Access Forum, British Horse Society, Newark Sports Association, Nottinghamshire Ramblers, Cycling UK and Sustrans, to discuss the latest Scheme design, focusing on active travel routes impacted by the works.</p> <p>Discussion topics focused on the active travel routes impacted by the design of the Scheme, including the justification for design choices made, surveys undertaken, safety concerns and opportunities for further active travel route and community developments.</p>	<p>Engagement with this community group influenced the walking and cycling routes developed as part of the statutory and targeted non-statutory consultation, including a signalised walking and cycling route across Winthorpe Roundabout between the A1133 and Drove Lane.</p> <p>Engagement also resulted in a change being made to a walking and cycling route at Brownhills Junction.</p>
<p>Newark Town Council</p>	<p>The Applicant engaged with Newark Town Council, sharing information with them about planned environmental surveys and also presented information to the Town Council during a public meeting, in order to address concerns relating to the Scheme benefits, the environmental impacts of the Scheme, traffic concerns and disruption due to construction.</p>	<p>Engagement has resulted in an initial objection by the Town Council being reversed, with the council's planning committee approving a motion to support the proposals for the Scheme, recognising the advantages regarding safety, congestion alleviation, connectivity and economic development.</p>
<p>Winthorpe with Langford Parish Council</p>	<p>The Applicant engaged with the, sharing information with them about planned environmental surveys. Discussions also took place relating to the Scheme environmental impacts and mitigation, Winthorpe roundabout design, speed limits, impacts of construction, walking and cycling routes, options for bus stops and impacts on agricultural farming.</p>	<p>Engagement with the Parish Council has resulted in the following changes being made to the Scheme design:</p> <ul style="list-style-type: none"> • The design of the Brownhills Junction roundabout has had its height reduced to levels which match those of the A1 • The copse alongside the existing A46 will be retained as well as the majority of the copse within the existing Winthorpe Roundabout. The Scheme

Table 3-2: Summary of engagement with stakeholders (local authorities, statutory undertakers, statutory bodies, land interests, community)

Consultee	Discussion/topics raised	Outcome
		<p>has also been designed to retain as much existing vegetation as possible and no veteran trees will be removed</p> <ul style="list-style-type: none"> • A new walking and cycling route will be provided and will connect Winthorpe to Newark Showground connecting into the existing Winthorpe footpaths FP2 and FP3, and Hargon Lane <p>Table 5-19 in this Report provides further details of changes made to the Scheme as a result of consultation with this landowner and interested parties.</p>

3.4 Compliance with Regulation 8(1) of the EIA Regulations

- 3.4.1 The Applicant provided notification to the Inspectorate under Regulation 8(1) of the EIA Regulations of the proposed development consent application for the Scheme on 12 September 2022. In this notification, the Applicant also confirmed the requirement for an ES.
- 3.4.2 The Inspectorate acknowledged receipt of the notification on 12 September 2022.
- 3.4.3 A copy of the notification and acknowledgement is provided in Annex B of the Consultation Report Annexes **(TR010065/APP/5.2)**.

4 Statutory consultation

4.1 Overview

- 4.1.1 This chapter sets out how the Applicant has complied with the requirements set out in section 42, section 46, section 47 and section 48 of the 2008 Act. It also sets out how the Applicant has prepared the Statement of Community Consultation (SoCC) and carried out the section 42 consultation, section 47 consultation, section 48 consultation and additional targeted non-statutory consultation and targeted statutory consultation.
- 4.1.2 Following the Preferred Route Announcement (PRA) on 24 February 2022, the Applicant has undertaken one advertised period of statutory consultation, one targeted non-statutory consultation and one targeted statutory consultation, to seek views and allow an opportunity for prescribed consultees, persons with an interest in land and the wider local community to comment on the proposals for the Scheme.
- 4.1.3 The statutory consultation took place between 26 October and 12 December 2022, allowing a total of 47 days for responses to be received. The Applicant accepted responses received following closure of the statutory consultation up to 23 December 2022, due to Royal Mail strikes that took place in October, November and December 2022.

4.2 Preparation of Statement of Community Consultation

- 4.2.1 Prior to commencing statutory consultation, section 47(1) of the 2008 Act requires that a SoCC is prepared. The purpose of the SoCC is to set out how the Applicant intends to consult with people living in the vicinity of the Scheme.
- 4.2.2 To support the preparation of the SoCC, the Applicant consulted, under section 47(2) of the 2008 Act, with the relevant local authorities identified within section 43(1) of the 2008 Act, about the proposed content of the SoCC. The local host authorities, identified as the administrative areas under which the Scheme sits are:
- Nottinghamshire County Council
 - Newark and Sherwood District Council
- 4.2.3 A selection of neighbouring authorities were also consulted about the proposed content of the SoCC, due to their previous interest and proximity to the Scheme. These were:
- Gedling Borough Council
 - Lincolnshire County Council
 - North Kesteven District Council
 - Nottingham City Council
 - Rushcliffe Borough Council

- 4.2.4 The draft SoCC was emailed to the host and neighbouring authorities on between 27 to 29 June 2022, confirming the consultation on the SoCC would commence on 4 July 2022 until 1 August 2022, allowing 28 days to respond.
- 4.2.5 A copy of the draft SoCC and emails requesting comments is provided in Annex C of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.6 North Kesteven District Council and Lincolnshire County Council provided comments via email on 1 July 2022.
- 4.2.7 The host authorities provided comments as part of a meeting held between the Applicant, Nottinghamshire County Council and Newark and Sherwood District Council on 8 July 2022. A copy of the minutes from this meeting is provided in Annex D of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.8 Nottingham City Council provided comments on 2 August 2022 via email, a day later than the deadline that was set.
- 4.2.9 A copy of the responses is provided in Annex D of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.10 No comments were received from Gedling Borough Council or Rushcliffe Borough Council on the draft SoCC.
- 4.2.11 Authorities were contacted via reminder emails and telephone calls between 26 July 2022 and 28 July 2022 if a response had not been received to the draft SoCC consultation. Copies of these emails are provided in Annex C of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.12 Table 4-1 below summarises the comments received from Newark and Sherwood District Council, Nottinghamshire County Council, Lincolnshire County Council, North Kesteven District Council and Nottingham City Council on the draft SoCC, and how the Applicant addressed those comments.

Table 4-1: Draft SoCC consultation with local authorities			
Section of SoCC	Suggestion/comment by local authority	Applicant's response to the suggestion/comment	Amendment to the SoCC
Lincolnshire County Council			
5. Statutory consultation	"...would like to see more reference made to the importance they place on inclusivity and their proposals for including seldom heard groups."	SoCC reviewed and updated to give further information relating to engagement with seldom heard groups, and reference to commitment to ensuring the statutory consultation process and associated communications reach as many parts of the	Further text added within section 5 of the SoCC under paragraphs 5.8, 5.9 and 5.10, providing further detail.

Table 4-1: Draft SoCC consultation with local authorities

Section of SoCC	Suggestion/comment by local authority	Applicant's response to the suggestion/comment	Amendment to the SoCC
		community as possible.	
Newark and Sherwood District Council			
5. Statutory consultation	"Can you consider non-English speakers? We can give you a list of the top 5 languages, that may be worth giving consideration, that would be useful."	Offer to receive community language information accepted. SoCC to include information about how materials in alternative formats (including additional languages) could be requested from the project team.	Further text added within section 7 of the SoCC, under paragraph 7.5.
5. Statutory consultation	"Poster locations could be in the leisure centres. Posters should go to local shops. Shops and cafes tend to be the best way to promote information."	Comment noted. Suggestions for locations to display information posters considered when posters distributed and displayed throughout the community to promote the statutory consultation.	Text not updated within SoCC as the SoCC did not specify locations for the display of information posters.
5. Statutory consultation	"We wondered if you would consider having a larger consultation zone especially into the Fernwood and Muskham areas."	Consultation material distribution areas (referred to in comment by local authority as consultation zones) reviewed and updated to include Fernwood and Muskham parishes.	Further text added within section 5 of the SoCC, under paragraph 5.4 and consultation material distribution areas displayed in Figure 1 in the SoCC updated.
5. Statutory consultation	"We find radio works well; it helped a lot during covid. We have a good relationship with the Newark Advertiser (local paper), and if you speak to them, you can get a position for adverts in the newspaper."	Newark Advertiser used as one of the local newspapers for displaying statutory notices. Local newspapers approached as part of press release process and radio interviews undertaken as part of this process. The text was not updated within the SoCC in relation to press release process, but further information was added in relation to the use of local newspapers.	Text updated in section 5 of the SoCC, under paragraph 5.11 relating to statutory notices and the dates they were displayed in local newspapers, including Newark Advertiser.
5. Statutory	"Can you do the	Consultation period	Text updated in section

Table 4-1: Draft SoCC consultation with local authorities

Section of SoCC	Suggestion/comment by local authority	Applicant's response to the suggestion/comment	Amendment to the SoCC
consultation	statutory minimum plus holidays please?"	reviewed and end date changed from 5 December to 12 December. This ensured there was a 45-day period as from 28 October 2022 following the end of the local half-term school holiday, for responses to be submitted to the consultation.	5 of the SoCC under paragraph 5.1 relating to length of consultation period.
7. Statutory consultation information and materials	"Videos would be good as an explainer. Fly-through videos are really helpful. Anything to help explain it for Cattle Market and Friendly Farmer junctions."	Videos will be used on the Scheme webpage to explain the DCO process as well as the Scheme design.	Text updated within section 7 of the SoCC under paragraph 7.1, adding fly-through videos to list of consultation materials.
7. Statutory consultation information and materials	"We did discuss whether the deposit locations are open or not. You will need to check whether they will be open enough, one suggestion is The Lord Nelson."	Deposit locations reviewed and updated, providing seven deposit locations within the vicinity of the Scheme, including The Lord Nelson in Winthorpe.	Text updated within section 7 of the SoCC under paragraph 7.3 to reflect final deposit locations, including opening hours and suggestion to contact a location before visiting if required.
North Kesteven District Council			
Not applicable	"...the Council welcomes further consultation on this project and the opportunity for future submissions to be made as a neighbouring authority."	Comment noted. North Kesteven District Council was included within the list of neighbouring authorities that received correspondence relating to the statutory consultation.	No update required as this comment related to engagement activity not recorded in the SoCC.

Table 4-1: Draft SoCC consultation with local authorities

Section of SoCC	Suggestion/comment by local authority	Applicant's response to the suggestion/comment	Amendment to the SoCC
Not applicable	<p>"In terms of the SOCC itself, I am informed that in the North Kesteven District Council context there are no known hard-to-reach or seldom heard groups in our area and in the immediate vicinity of the A46 that need to be consulted. However, there are a network of Parish Councils within the District that we would suggest need to be directly consulted and these include: Norton Disney, Witham St Hughes, Swinderby, Thorpe on the Hill, North and South Hykeham, Carlton le Moorland, Beckingham and Bassingham."</p>	<p>Comment noted. Parish Councils included within list of stakeholders that received correspondence relating to the statutory consultation.</p>	<p>No update required as this comment related to engagement activity not recorded in the SoCC.</p>
Nottinghamshire County Council			
5. Statutory consultation	<p>"Our communications team will want use of social media as part of your communications channels."</p>	<p>Comment noted. Social media was used as part of promotion methods outlined in section 5 of the SoCC.</p>	<p>No update required as comment related to content already covered in the SoCC.</p>
5. Statutory consultation	<p>"I can provide any contacts with Active Travel that you need."</p>	<p>Comment noted. Offer for support to engage with Active Travel Group accepted.</p>	<p>No update required as this comment related to engagement activity not recorded in the SoCC.</p>
Nottingham City Council			
Not applicable	<p>"Thanks for consulting us on the A46 Newark Bypass. I have informed the Head of Transport Strategy and we do not have any further comments or feedback."</p>	<p>Comment noted.</p>	<p>No update required as no comments received.</p>

- 4.2.13 On 26 September 2022, the host authorities were contacted via email to consult with them on proposed amendments to text in the SoCC relating to statutory consultation information and materials. A copy of the emails outlining the amendments are provided in Annex C of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.14 Nottinghamshire County Council responded on 26 September 2022 and Newark and Sherwood District Council responded on 27 September 2022; both host authorities confirmed they were content with the proposed changes. A copy of the responses is provided in Annex D of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.15 A copy of the published SoCC is provided in Annex E of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.2.16 Table 4-2 below sets out where the SoCC was available for inspection.

Table 4-2: Availability of the SoCC for inspection	
Date/s available	Location
25 October 2022 to 12 December 2022	Online for inspection and download on the Scheme webpage: www.nationalhighways.co.uk/a46-newark-bypass . The webpage was free to access and provided a freephone telephone number for enquiries (0300 123 5000) as well as the Applicant's national customer information email address: info@nationalhighways.co.uk . Printed copies of the SoCC were also available on request free of charge. A screenshot of the Scheme webpage showing the publishing of the SoCC has been provided in Annex E of the Consultation Report Annexes (TR010065/APP/5.2) .
29 October 2022 (During consultation event held between 9am and 5pm)	Engagement Van at Gift and Food Show, Newark Showground, Lincoln Road, Winthorpe, Newark-on-Trent, NG24 2NY
30 October 2022 (During consultation event held between 9am and 4pm)	Engagement Van at Gift and Food Show, Newark Showground, Lincoln Road, Winthorpe, Newark-on-Trent, NG24 2NY
8 November 2022 (During consultation event held between 3pm and 8pm)	Farndon Memorial Hall, Marsh Lane, Farndon, Newark-on-Trent, NG24 3SZ
9 November 2022 (During consultation event held between 11am and 4pm)	Newark Town Hall, Market Place, Newark-on-Trent, NG24 1DU

Table 4-2: Availability of the SoCC for inspection	
Date/s available	Location
10 November 2022 (During consultation event held between 3pm and 8pm)	Bridge Community Centre, Lincoln Road, Newark-on-Trent, NG24 2DQ
12 November 2022 (During consultation event held between 12 noon and 5pm)	Winthorpe Community Centre, Woodlands, Winthorpe, Newark-on-Trent, NG24 2NL
15 November 2022 (During consultation event held between 3pm and 8pm)	The Fox Inn, Main Street, Newark-on-Trent, NG23 5QP
19 November 2022 (During consultation event held between 10am and 2pm)	Engagement Van in Newark Market Place, Newark-on-Trent, NG24 1DU
20 November 2022 (During consultation event held between 10am and 2pm)	Engagement Van in Northgate Retail Park, Northgate, Newark-on-Trent, NG24 1GA
30 November 2022 (During consultation event held between 11am and 4pm)	Newark Town Hall, Market Place, Newark-on-Trent, NG24 1DU

4.2.17 Table 4-3 below sets out the newspapers and dates that the section 47 notice for the SoCC was published. The section 47 notice was published on the same dates and in the same local publications as the section 48 notice. Copies of the published section 47 notice are provided in Annex F of the Consultation Report Annexes (**TR010065/APP/5.2**) and copies of the published section 48 notices are provided in Annex K of the Consultation Report Annexes (**TR010065/APP/5.2**). A copy of the published SoCC is provided in Annex E of the Consultation Report Annexes (**TR010065/APP/5.2**).

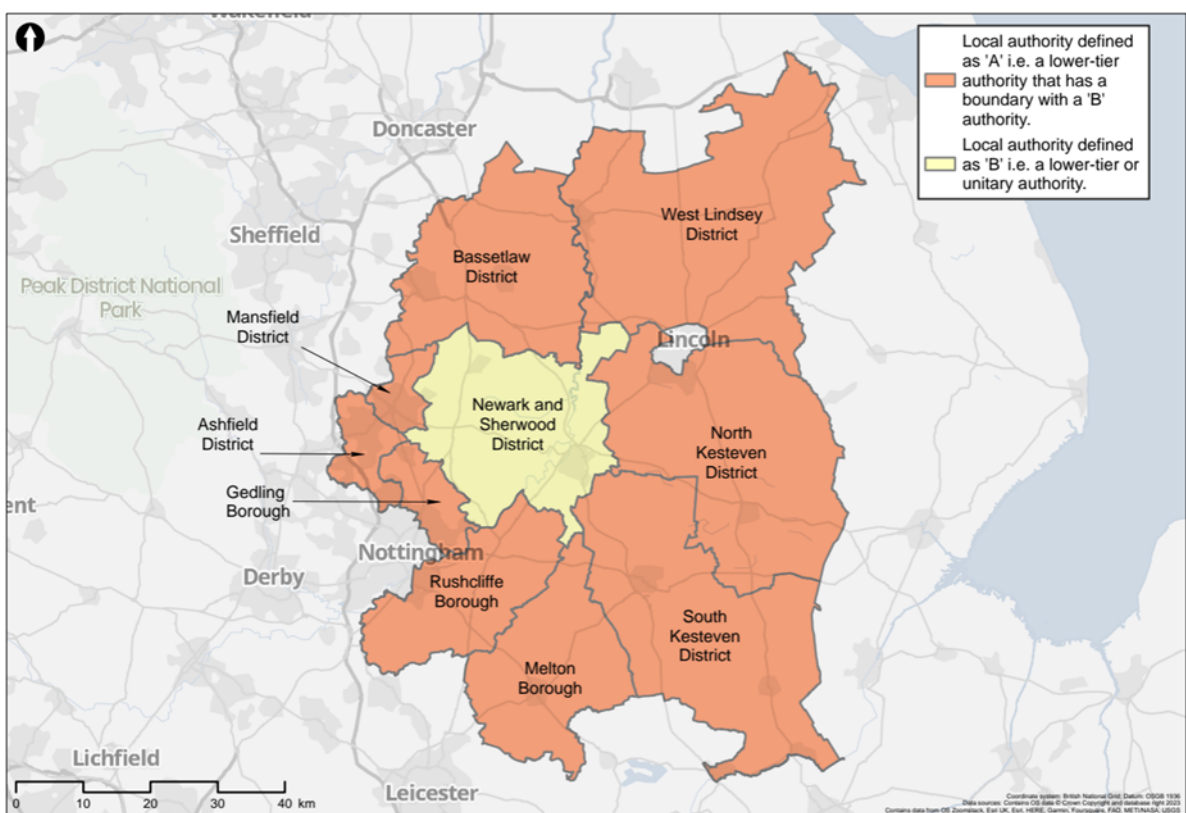
Table 4-3: SoCC notice publication dates	
Dates published	Newspapers
13 October 2022	Newark Advertiser and The Nottingham Post
20 October 2022	Newark Advertiser and The Nottingham Post

4.3 Section 42 (Duty to Consult)

4.3.1 Annex G of the Consultation Report Annexes (TR010065/APP/5.2) provides details of the prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the justification for their inclusion or otherwise against the “circumstances” test for the Scheme. Where appropriate, Annex G of the Consultation Report Annexes (TR010065/APP/5.2) also sets out where we have consulted with prescribed consultees on a precautionary basis.

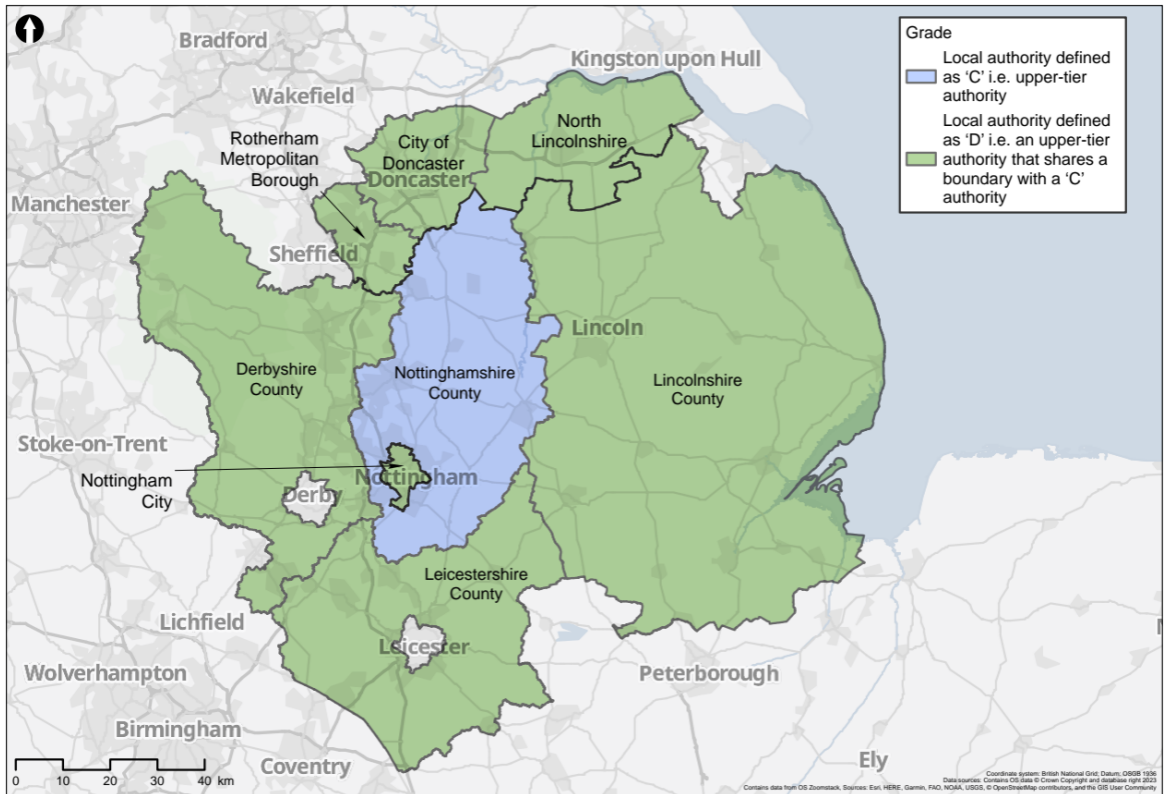
4.3.2 Figure 4-1 and Figure 4-2 below identify the local authorities, as defined by section 43 of the 2008 Act, relevant to the Scheme.

Figure 4-1: Defined A and B authorities



Source: Mott MacDonald, October 2022

Figure 4-2: Defined C and D authorities



Source: Mott MacDonald, Oct 2022

4.3.3 Table 4-4 below shows whether the local authorities relevant to the Scheme fall within categories ‘A’, ‘B’, ‘C’ or ‘D’. The relevant local authority boundary is shown in Figure 4-1 and Figure 4-2 above.

Table 4-4: Identification of relevant authorities – section 43 of the 2008 Act		
Name	A, B, C or D authority	Criteria for identification
Ashfield District Council	A	Local authority defined as ‘A’ i.e. a lower-tier authority that has a boundary with a ‘B’ authority
Bassetlaw District Council	A	Local authority defined as ‘A’ i.e. a lower-tier authority that has a boundary with a ‘B’ authority
Gedling Borough Council	A	Local authority defined as ‘A’ i.e. a lower-tier authority that has a boundary with a ‘B’ authority
Mansfield District Council	A	Local authority defined as ‘A’ i.e. a lower-tier authority that has a boundary with a ‘B’ authority
Melton Borough Council	A	Local authority defined as ‘A’ i.e. a lower-tier authority that has a boundary with a ‘B’ authority

Table 4-4: Identification of relevant authorities – section 43 of the 2008 Act

Name	A, B, C or D authority	Criteria for identification
North Kesteven District Council	A	Local authority defined as 'A' i.e. a lower-tier authority that has a boundary with a 'B' authority
Rushcliffe Borough Council	A	Local authority defined as 'A' i.e. a lower-tier authority that has a boundary with a 'B' authority
South Kesteven District Council	A	Local authority defined as 'A' i.e. a lower-tier authority that has a boundary with a 'B' authority
West Lindsey District Council	A	Local authority defined as 'A' i.e. a lower-tier authority that has a boundary with a 'B' authority
Newark and Sherwood District Council	B	Local authority defined as 'B' i.e. a lower-tier or unitary authority
Nottinghamshire County Council	C	Local authority defined as 'C' i.e. upper-tier authority
City of Doncaster Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
Derbyshire County Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
Leicestershire County Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
Lincolnshire County Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
North Lincolnshire Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
Nottingham City Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority
Rotherham Metropolitan Borough Council	D	Local authority defined as 'D' i.e. an upper-tier authority share a boundary with a 'C' authority

- 4.3.4 The methodology for identifying land interests, as defined in section 42(1)(d) and section 44 of the 2008 Act, is detailed in the Statement of Reasons **(TR010065/APP/4.1)**.
- 4.3.5 A list of land interest parties consulted can be found within the Book of Reference **(TR010065/APP/4.3)**. A list of named land interests consulted will be published on confirmation of acceptance of the development consent application.
- 4.3.6 Consultation information was sent to section 42 consultees by email (where available) and post. The information sent, provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**, included:
- Covering letter
 - Section 48 Notice, provided in Annex K of the Consultation Report Annexes **(TR010065/APP/5.2)**
- 4.3.7 The covering letter provided information about where printed and online copies of consultation materials could be accessed, including:
- Consultation brochure
 - Consultation response form
 - Preliminary environmental information (PEI) report
 - Non-technical summary of the PEI report
 - General arrangement drawings
 - Plan and profile drawings
 - Fly-through video
- 4.3.8 In addition, section 42(1)(d) category 1 and category 2 land interests received a land plan, identifying their interest in the land and an Order Limits plan. A copy of the letter sent to land interests is provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.3.9 Section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities were sent consultation information by email on 21 October 2022, so it would be received before 26 October 2022. The deadline for consultation responses was 12 December 2022, allowing a total of 47 days to respond. A copy of the section 42 consultation information is provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.3.10 Printed versions of the covering letter and Section 48 Notice were posted out on 18 November 2022 to section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities, so they would be received before 23 November 2022, advising that, if the email notice (previously sent on 21 October 2022), had not been received then the Applicant would be accepting consultation responses up to 23 December 2022, ensuring all parties had 28 days to respond. A copy of the section

42 consultation information is provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**.

- 4.3.11 Section 42(1)(d) persons with land interests (category 1 and 2) were sent consultation information by post on 18 October 2022, so it would be received before the commencement of consultation on the 26 October 2022. The deadline for consultation responses was 12 December 2022, allowing a total of 47 days to respond. A copy of the section 42 consultation information is provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.3.12 Section 42(1)(d) persons with land interests (category 3) were sent consultation information by post on 21 October 2022, so it would be received before the commencement of consultation on the 26 October 2022. The deadline for consultation responses was 12 December 2022, allowing a total of 47 days to respond. A copy of the section 42 consultation information is provided in Annex H of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.3.13 In order to consult with unknown landowners, the Applicant carried out a research exercise to establish ownership of areas of unregistered land (initially identified from unregistered land extents from His Majesty's Land Registry Service). This included the use of public sources of information such as the Companies House website, enquiries with local authorities (including the relevant Highways Authority) and other online resources. The Applicant also carried out site visits, posting notices in the vicinity of the land in question, and a local land charge search. Details of unregistered land can be found in the Statement of Reasons **(TR010065/APP/4.1)** and the Book of Reference **(TR010065/APP/4.3)**.

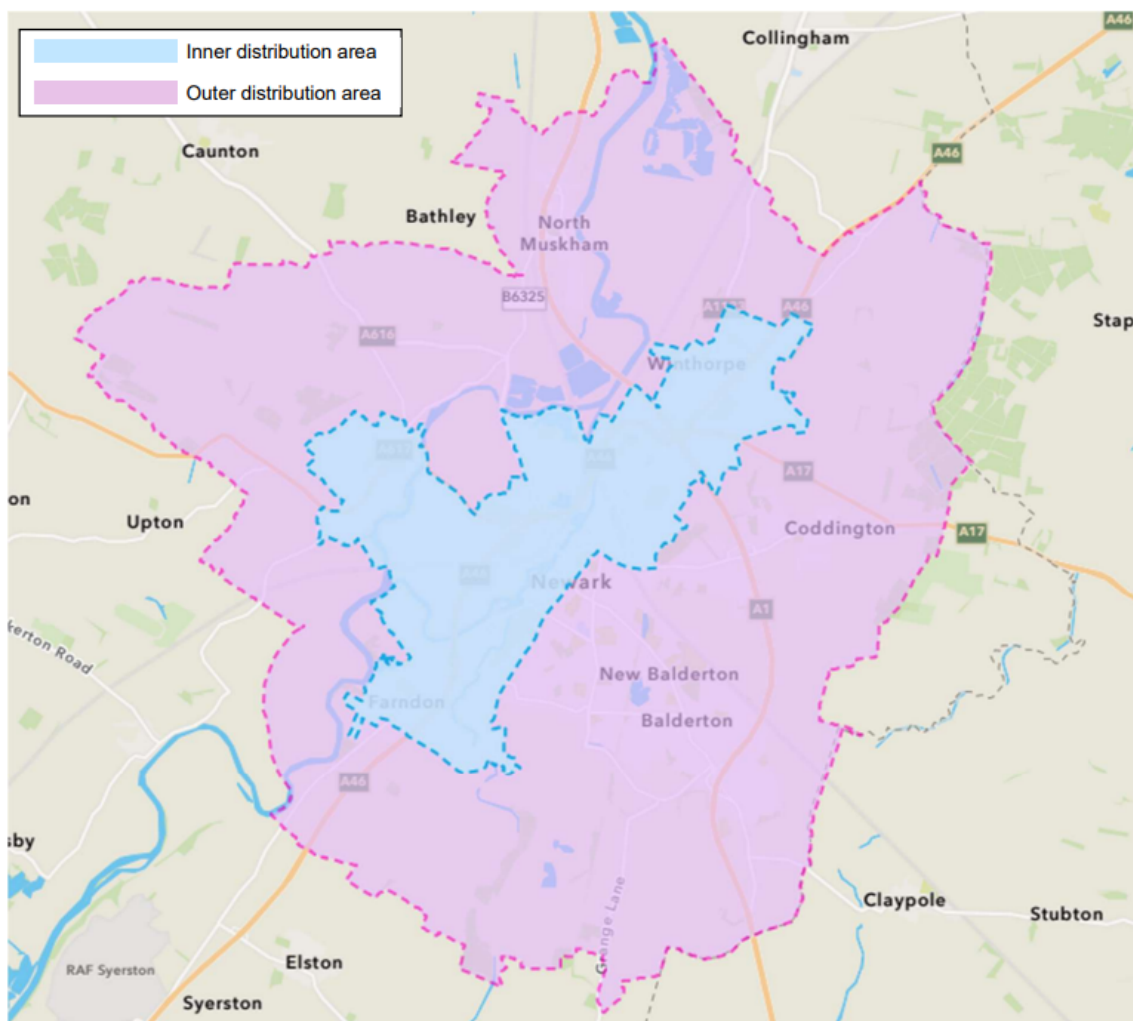
4.4 Section 46 of the 2008 Act (Notifying the Inspectorate)

- 4.4.1 On 17 October 2022, the Applicant notified the Inspectorate of the upcoming statutory consultation via letter under section 46 of the 2008 Act. Enclosed with the notification were the following documents:
- Email attachments of covering letters
 - Section 42(1)(a) prescribed consultees
 - Section 42(1)(b) host local authorities
 - Section 42(1)(b) neighbouring authorities
 - Section 42(1)(d) persons with an interest in land (category 1 and 2)
 - Section 42(1)(d) persons with an interest in land (category 3)
 - Email attachment of section 48 notice
- 4.4.2 A copy of the notification sent to the Inspectorate is provided in Annex I of the Consultation Report Annexes **(TR010065/APP/5.2)**.

4.5 Section 47 (Local Community Consultation)

- 4.5.1 As part of the section 47 Local Community Consultation, 8,979 consultation packs, providing information about the Scheme and the statutory consultation, were posted to addresses within the inner distribution area (shown in Figure 4-3) on 21 October 2022. This included local residents, businesses and special interest groups. The consultation packs included a covering letter, consultation brochure, consultation response form and Freepost envelope.
- 4.5.2 Consultation information postcards were posted to 12,605 addresses within the outer distribution area (shown in Figure 4-3) on 21 October 2022. The information postcard provided information about the statutory consultation, including where consultation materials could be viewed online, and how the Applicant could be contacted for any further information.
- 4.5.3 Figure 4-3 below details the distribution areas for the section 47 consultation, which were developed in consultation with local authorities as part of the draft SoCC consultation. The distribution areas were originally based on the areas referred to as the 'inner and outer consultation zones' for the options consultation. The areas were updated to reflect the latest Scheme proposals, to correspond with parish boundaries and to reflect specific comments from the local authorities to extend the area, received during the draft SoCC consultation.

Figure 4-3: Statutory consultation distribution areas



Source: Mott MacDonald, October 2022

- 4.5.4 Of the 8,979 consultation packs posted to addresses within the inner distribution area, 470 were undeliverable. All undelivered packs were returned to the Applicant's office by Royal Mail, with a reason for the return provided by Royal Mail. Daily checks took place for any returned packs at the Applicant's office. For all returned packs, the Applicant checked whether delivery could be reattempted. As a result, 44 items were redelivered by hand prior to 25 November 2022, including information that responses would be accepted up to 23 December 2022, allowing 28 days to respond. Reasons for items not being redelivered included inaccessible locations, addresses no longer existing and businesses relocating.
- 4.5.5 The Applicant was made aware by residents that 22 addresses within the inner distribution area had not received consultation packs when they were sent out on 21 October 2022. This was identified as an error in address data provided by Royal Mail. These items were hand-delivered on 10 November, including information that responses would be accepted up to 23 December 2022, allowing a total of 43 days for a response to be received.
- 4.5.6 The section 47 consultation was undertaken at the same time as the section 42 consultation, between 26 October and 12 December, allowing a total of 47 days for

a response to be received. The Applicant accepted responses received following closure of the statutory consultation up to 23 December 2022, due to Royal Mail strikes that took place in October, November and December 2022.

4.5.7 A number of consultation events within the local community were held during the advertised period of the statutory consultation. The events included community events, online events and a business event to provide as much opportunity as possible to engage with a range of stakeholders. Details of the events held are set out in Table 4-5 below.

Table 4-5: Events undertaken within the local community		
Event	Date	Location
Consultation event	29 October 2022 (9am to 5pm)	Engagement Van at Gift and Food Show, Newark Showground, Lincoln Road, Winthorpe, Newark-on-Trent, NG24 2NY
Consultation event	30 October 2022 (9am to 4pm)	Engagement Van at Gift and Food Show, Newark Showground, Lincoln Road, Winthorpe, Newark-on-Trent, NG24 2NY
Consultation event	4 November 2022 (9am to 2pm)	Everyday Champions Centre, Brunel Business Park, Newark, NG24 2AG
Consultation event	7 November 2022 (12 noon to 2pm)	Online Microsoft Teams live event
Consultation event	8 November 2022 (3pm to 8pm)	Farndon Memorial Hall, Marsh Lane, Farndon, Newark-on-Trent, NG24 3SZ
Consultation event	9 November (11am to 4pm)	Newark Town Hall, Market Place, Newark-on-Trent, NG24 1DU
Consultation event	10 November 2022 (3pm to 8pm)	Bridge Community Centre, Lincoln Road, Newark-on-Trent, NG24 2DQ
Consultation event	12 November 2022 (12 noon to 5pm)	Winthorpe Community Centre, Woodlands, Winthorpe, Newark-on-Trent, NG24 2NL
Consultation event	15 November 2022 (3pm to 8pm)	The Fox Inn, Main Street, Newark-on-Trent, NG23 5QP
Consultation event	19 November 2022 (10am to 2pm)	Engagement Van in Newark Market Place, Newark-on-Trent, NG24 1DU

Table 4-5: Events undertaken within the local community

Event	Date	Location
Consultation event	20 November 2022 (10am to 2pm)	Engagement Van in Northgate Retail Pak, Newark-on-Trent, NG24 1GA
Consultation event	24 November 2022 (6pm to 8pm)	Engagement Van in Newark Lorry Park, Great North Road, Newark, NG24 1BL
Consultation event	30 November 2022 (11am to 4pm)	Newark Town Hall, Market Place, Newark-on-Trent, NG24 1DU
Consultation event	5 December 2022 (6pm to 8pm)	Online Microsoft Teams live event

4.5.8 The following consultation materials were included at the consultation events:

- Information banners
- Scheme fly-through video (displayed on a projector screen)
- Artist impressions from selected locations (available at consultation events from 12 November 2022 onwards and on the Scheme webpage from 16 November 2022 onwards)
- Consultation brochures and response forms
- PEI report and non-technical summary of PEI report
- General arrangement drawings
- Scheme route overview maps
- Plan and profile drawings
- SoCC
- Section 48 and section 47 notices
- Property information brochures

4.5.9 Information included in the online events provided an overview of key content from the consultation materials and information about how and where further consultation information and materials could be accessed.

4.5.10 A copy of the consultation materials provided at the consultation events is provided in Annex J of the Consultation Report Annexes (**TR010065/APP/5.2**), with the

exception of the Scheme fly-through video, which is available on the Scheme webpage.

- 4.5.11 It was brought to the attention of the Applicant during the statutory consultation period and within consultee responses that the 'Forecast traffic flow differences after scheme opening' diagram on pages 30 and 31 of the consultation brochure did not indicate that the figures related to daily traffic counts. As a result of this, staff attending consultation events were briefed of this omission so that they could provide this clarity to any attendee who was unclear. In addition, the Applicant also published an updated version of this diagram on the Scheme's webpage on 4 December 2023. As such, it is the Applicant's view that no prejudice would have been suffered by any consultee who may have been looking at this diagram in the consultation.
- 4.5.12 To assist those who were unable to attend the consultation events, consultation material was available on the Scheme webpage at: www.nationalhighways.co.uk/a46-newark-bypass. This also included the consultation response form which could be completed online. Paper copies of the consultation brochure and consultation response form were also available on request and from the deposit locations shown in Table 4-6 below.

Table 4-6: Deposit locations	
Location	Opening hours
Newark Indoor Bowls Centre Lincoln Road, Newark-on-Trent, NG24 2NY	Monday to Friday: 9.45am to 9.30pm Saturday and Sunday: 9.30am to 2.30pm
The Lord Nelson Gainsborough Road, Winthorpe, Newark-on-Trent, NG24 2NN	Monday to Saturday: 10am to 10pm Sunday: 10am to 7pm
Bridge Community Centre Lincoln Road, Newark-on-Trent, NG24 2DQ	Monday to Sunday: 8.30am to 9pm
Newark and Sherwood District Council Castle House, Newark -on-Trent, NG24 1BY	Monday to Friday: 9am to 5pm
The Fox Inn Main Street, Newark-on-Trent, NG23 5QP	Monday to Thursday: 12 noon to 10pm Friday and Saturday: 12 noon to 11pm Sunday: 12 noon to 8pm
Newark Library Balderton Gate, Town Centre, Newark-on-Trent, NG24 1UW	Monday: 9am to 6.30pm Tuesday: 9am to 6pm Wednesday: 9am to 6.30pm Thursday: 9am to 6pm

Table 4-6: Deposit locations	
Location	Opening hours
	Friday: 9am to 6pm Saturday: 9am to 4pm Sunday: Closed
The Lord Ted Farndon Road, Newark-on-Trent, NG24 4SW	Monday to Sunday: 11am to 11pm

4.5.13 Table 4-7 below sets out the commitments made in the SoCC and how the Applicant has complied with those commitments in carrying out the statutory consultation.

Table 4-7: SoCC compliance	
Commitment within the SoCC:	Accordance with commitment:
Consultation objectives	
<p>The objectives of the statutory consultation are to:</p> <ul style="list-style-type: none"> • Help local communities understand the nature, and potential local impact of the Scheme • Enable stakeholders to have their say on the Scheme with the potential to help guide the evolution of the Scheme design • Explain how previous consultation feedback and stakeholder engagement has helped to shape the Scheme • Provide an opportunity for additional environmental mitigation measures to be identified for consideration and potential inclusion within the Scheme design • Identify potential opportunities for the Scheme to support wider strategic or local objectives <p>(Section 5 of the SoCC)</p>	<p>The Applicant produced consultation materials that provided information on the nature and potential local impact of the Scheme. A consultation brochure and response form were posted directly to addresses within the inner distribution area (shown in Figure 4-3 in this Report). Copies of all materials were available to view online and at consultation events.</p> <p>The consultation materials promoted several methods that local communities could use to contact the Applicant, including a direct email address and telephone number, if they had further questions relating to the impact of the Scheme.</p> <p>The list of consultation materials produced, and consultation events, can be seen in Chapter 4 of this Report. Further evidence of the consultation materials produced is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>Publicity methods were used to raise awareness of the Scheme with local communities and consultation events were held to provide local communities with an opportunity to speak to a member of the project team to help them understand the nature and potential impacts of the Scheme. Further evidence of publicity methods can be viewed in the published SoCC provided in Annex E of the Consultation Report Annexes</p>

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:
	<p>(TR010065/APP/5.2).and in the consultation materials produced provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>Stakeholders were able to provide their feedback on the Scheme using a range of methods, including a printed response form that could be sent via Freepost to the Applicant or handed in at a consultation event. An online response form was also available.</p> <p>Printed consultation response forms were posted directly to addresses within the inner distribution area and were also made available at deposit locations. Stakeholders also sent feedback about the Scheme via email directly to the Applicant. Evidence of the response form produced is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2). Evidence of how the Applicant has shown regard to consultation responses is provided in Annex N of Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant included information about previous consultation activity within the consultation brochure, including where historic Scheme information could be found on the Scheme webpage.</p> <p>The PEI Report produced for the statutory consultation provided information on how the views and feedback gained from the options consultation helped to inform Scheme development and feed into the decision on a preferred option. Further information can be seen within Chapter 3 of the PEI Volume 1 Main Report document from the statutory consultation materials. A Non-Technical Summary of the PEI Report is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant included questions within the consultation response form asking for suggestions for any additional measures or opportunities that could further minimise the impact of the Scheme on the environment or the local community. Evidence of this in the response form is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2). Evidence of how the Applicant has shown regard to consultation responses is provided in Annex N of</p>

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:
	<p>Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant has undertaken ongoing engagement with key stakeholders, including local authorities, prescribed statutory organisations and community groups, in relation to the Scheme. The outcomes of this engagement, as well as consultation with these stakeholders, has influenced the Scheme design and has provided the Applicant with information and opportunities to support wider strategic or local objectives, such as the Newark Gateway Development, housing developments and logistics operations within the A46 corridor. Further evidence of this can be seen in Chapter 3 of this Report and also in consultation responses provided in Annex N of Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>Consultation period</p>	
<p>The statutory consultation will run from 26 October 2022 to 12 December 2022 (closing at 11.59pm).</p> <p>(Section 5 of the SoCC)</p>	<p>The statutory consultation was undertaken from 26 October 2022 to 12 December 2022. Further information is available in Chapter 4 of this Report.</p>
<p>Consultation information and materials</p>	
<p>During the consultation period we will publish information including:</p> <ul style="list-style-type: none"> • The Scheme design • Junction layouts • Preliminary environmental information • Emerging arrangements for the construction stage of the Scheme <p>(Section 5 of the SoCC)</p>	<p>A range of consultation materials produced for the statutory consultation included:</p> <ul style="list-style-type: none"> • Consultation brochure • General arrangement and plan and profile drawings • PEI report and non-technical summary of the PEI report • Scheme fly-through video and artist impressions from selected locations <p>These materials contained details of the Scheme, updates to the preliminary Scheme design, preliminary assessment of potential environmental effects (during construction and operation of the Scheme), proposed preliminary environmental mitigation measures and construction information.</p> <p>The materials listed were produced and made available both in digital format on the</p>

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:
	<p>Scheme webpage and in printed format at consultation events.</p> <p>A copy of the consultation materials provided at the consultation events is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2), with the exception of the Scheme fly-through video, which is still available to view on the Scheme webpage.</p>
<p>The consultation response form will contain both open and closed questions relating to the Scheme and aims to capture feedback from all stakeholders interested in or impacted by the Scheme. Printed copies of the response form will be available as outlined in section 7 of the document; an electronic version will also be available via the Scheme webpage at the following address: www.nationalhighways.co.uk/a46-newark-bypass (Section 5 of the SoCC)</p>	<p>The consultation response form contained this information and was available in digital format on the Scheme webpage and in printed format, either by request or at various deposit locations and events. Further evidence is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>Information letters will be posted to stakeholders in the inner distribution area, shown in Figure 4-3 along with the consultation brochure and consultation response form. Information postcards will be posted to stakeholders within the outer distribution area, shown in Figure 4-3. (Section 5 of the SoCC)</p>	<p>Consultation packs (including letter, response form and consultation brochure) were posted to 8,979 addresses within the inner distribution area and information postcards were posted to 12,605 addresses within the outer distribution area ahead of the consultation period. Further information is available in Chapter 4 of this Report.</p>
<p>Printed copies of our consultation brochure and consultation response form will be available free of charge at deposit locations and consultation events, listed in the tables below, throughout the consultation period. Copies of other documents and plans will be available on the Scheme webpage and for inspection only at our consultation events. (Section 7 of the SoCC)</p>	<p>Printed copies of the consultation brochure and consultation response form were made available at all consultation events, as well as at deposit locations, throughout the consultation period. Other consultation documents and plans were made available for inspection at consultation events. Further evidence is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>All deposit locations listed in the SoCC were used and provided with copies of the consultation brochure and consultation response form.</p> <p>For 28 days during the consultation period, the Lord Ted was inaccessible as a deposit location, due to refurbishment works. This closure was not communicated to the Applicant when the deposit location was organised and only took place for part of the advertised 47-day consultation period.</p>

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:
	<p>Signage was erected at the deposit location site informing visitors of the reason for the closure, where alternative deposit locations were available and how consultation materials could be viewed online.</p> <p>Due to this deposit location being unavailable for only part of the consultation period, six other locations being available (two of them being within two miles of the Lord Ted) and no other suitable deposit locations being available in this area, it was decided that a new location was not required to replace the Lord Ted as a deposit location.</p>
<p>The Scheme webpage will provide information about the Scheme as well as electronic versions of all consultation materials: www.nationalhighways.co.uk/a46-newark-bypass (Section 5 of the SoCC)</p>	<p>Materials were made available on the Scheme webpage from 25 October 2022. Further evidence is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>Information posters with details about the consultation will be displayed at public locations including event venues and deposit locations. (Section 5 of the SoCC)</p>	<p>Information posters were displayed at event venues and deposit locations in the local community during the consultation period. Evidence is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>Consulting the community</p>	
<p>We will communicate with people living and working in the distribution areas to let them know about the statutory consultation by posting information directly to them.</p> <p>Properties located within the inner distribution area will receive consultation brochures and response forms directly in the post.</p> <p>Properties located within the outer distribution area will receive an information postcard providing them with details about the statutory consultation.</p> <p>(Section 5 of the SoCC)</p>	<p>Consultation packs were posted to 8,979 addresses within the inner distribution area and information postcards were posted to 12,605 addresses within the outer distribution area ahead of the consultation period. Further information is available in Chapter 4 of this Report.</p>
<p>We recognise that people who live and work beyond the identified distribution areas may also have an interest in our proposals and may have participated in the options consultation. To give these individuals and organisations the opportunity to participate, we will aim to raise</p>	<p>The Applicant publicised the statutory consultation on its own social media platforms (including Twitter and Facebook) and webpage throughout the consultation period. Press releases were issued at the start of the consultation as well as during the</p>

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:												
<p>awareness of the statutory consultation in the following ways:</p> <ul style="list-style-type: none"> Using publicity methods to share information with a variety of audiences including social media, websites, press releases and newspaper notices Hosting events online and using a mobile engagement van to engage with different road users Seeking to use community-based communication channels such as Facebook groups and Parish Council newsletters <p>(Section 5 of the SoCC)</p>	<p>consultation period. Evidence of this activity is provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>Section 47 and section 48 notices were published in newspapers on the following dates:</p> <table border="1" data-bbox="906 568 1445 1070"> <thead> <tr> <th>Notice type</th> <th>Date published</th> <th>Newspapers</th> </tr> </thead> <tbody> <tr> <td>Section 47 and Section 48</td> <td>13 October 2022</td> <td>Newark Advertiser and The Nottingham Post</td> </tr> <tr> <td>Section 47 and Section 48</td> <td>20 October 2022</td> <td>Newark Advertiser and The Nottingham Post</td> </tr> <tr> <td>Section 48</td> <td>20 October 2022</td> <td>The Times and London Gazette</td> </tr> </tbody> </table> <p>Evidence of the newspaper notices is provided in Annex F and Annex K of the Consultation Report Annexes (TR010065/APP/5.2).</p>	Notice type	Date published	Newspapers	Section 47 and Section 48	13 October 2022	Newark Advertiser and The Nottingham Post	Section 47 and Section 48	20 October 2022	Newark Advertiser and The Nottingham Post	Section 48	20 October 2022	The Times and London Gazette
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Section 47 and Section 48	20 October 2022	Newark Advertiser and The Nottingham Post											
Section 48	20 October 2022	The Times and London Gazette											
<p>We are committed to ensuring the statutory consultation process and associated communications reach as many parts of the community as possible. We have identified a range of 'under-represented' or 'seldom heard' groups and individuals who may be less likely to participate in or respond to conventional consultation techniques. These are aligned to groups identified in Nottinghamshire County Council's and Newark and Sherwood District Council's Statement of Community Involvement (SCI) and include:</p> <ul style="list-style-type: none"> Young people and older adults Ethnic minorities, including Gypsies and Travellers People with disabilities Homeless people <p>Our consultation methodology has been developed to accommodate communicating as effectively as possible with these groups.</p> <p>We will identify bodies and organisations representing these groups to ensure our</p>	<p>To communicate effectively with seldom heard groups and individuals, the Applicant used local staff knowledge, feedback from community engagement (that took place prior to the statutory consultation) and existing communication channels in place with community groups. This helped the Applicant to understand the needs and interests of these stakeholders, as well as how information about the Scheme and the consultation could be shared with them.</p> <p>As a result, a range of consultation materials were produced to explain the Scheme and the consultation process in both technical and non-technical language. These were published online, posted directly to addresses within the area of the Scheme and made available for inspection at consultation events.</p> <p>The Applicant also selected consultation event venues and deposit locations that were widely available and used by young people, older adults and people with disabilities.</p>												

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:						
<p>approach meets the specific needs of their members. Requests for specific consultation activity to cater for their members will be considered on a case-by-case basis.</p> <p>(Section 5 of the SoCC)</p>	<p>Individual meetings with stakeholders were also held where required.</p> <p>Ahead of the consultation period, Newark and Sherwood District Council was consulted about local seldom heard groups and the bodies that represent them. It was agreed that Newark and Sherwood District Council would share relevant information relating to the consultation with seldom heard groups identified in their SCI (2015), on behalf of the Applicant.</p> <p>Ahead of the consultation period, Newark and Sherwood District Council was consulted about engagement methods with the Gypsy, Roma and Traveller (GRT) communities, due to their close proximity to the Scheme. As a result, the Applicant attended a GRT drop-in session run by the District Council at their offices on 12 December 2022 and also visited a GRT community to provide information about the Scheme and the consultation.</p> <p>The Applicant also engaged Newark and Sherwood District Council's homelessness team specifically about the impact of the Scheme on homeless people residing near to the Order Limits. The Applicant has also engaged closely with a local homelessness charity within Newark-on-Trent that supports and engages with this stakeholder group.</p> <p>The Applicant made provisions for the translation of the consultation brochure and response form into braille and the four other key languages spoken across the Scheme, including Polish, Romanian, Lithuanian and Latvian. In support of the engagement van visit to Newark Lorry Park, the Applicant provided additional copies of the response form in Polish, for use during the event, following advice from the management team at the Lorry Park that this was a common language of drivers using the park facilities.</p>						
<p>Statutory notices will publicise the proposed DCO application and this SoCC document in local newspapers (The Newark Advertiser and The Nottingham Post) on 13 October 2022 and 20 October 2022 and a national newspaper (The Times) and the London Gazette on 20 October 2022.</p> <p>(Section 5 of the SoCC)</p>	<p>Section 47 and section 48 notices were published in newspapers on the following dates:</p> <table border="1" data-bbox="906 1856 1449 2047"> <thead> <tr> <th data-bbox="906 1856 1043 1951">Notice type</th> <th data-bbox="1043 1856 1209 1951">Date published</th> <th data-bbox="1209 1856 1449 1951">Newspapers</th> </tr> </thead> <tbody> <tr> <td data-bbox="906 1951 1043 2047">Section 47 and</td> <td data-bbox="1043 1951 1209 2047">13 October 2022</td> <td data-bbox="1209 1951 1449 2047">Newark Advertiser and</td> </tr> </tbody> </table>	Notice type	Date published	Newspapers	Section 47 and	13 October 2022	Newark Advertiser and
Notice type	Date published	Newspapers					
Section 47 and	13 October 2022	Newark Advertiser and					

Table 4-7: SoCC compliance

Commitment within the SoCC:	Accordance with commitment:		
	Section 48		The Nottingham Post
	Section 47 and Section 48	20 October 2022	Newark Advertiser and The Nottingham Post
	Section 48	20 October 2022	The Times and London Gazette
	<p>Further information regarding the newspaper notices is available in Chapter 4 of this Report and evidence of the newspaper notices is provided in Annex F and Annex K of the Consultation Report Annexes (TR010065/APP/5.2).</p>		
Consultation events			
<p>Online information events will be held where we will present information about the Scheme and the statutory consultation as well as a live question and answer session. Information about these events will be publicised on the Scheme webpage at the following address: www.nationalhighways.co.uk/a46-newark-bypass</p> <p>(Section 5 of the SoCC)</p>	<p>Two online consultation events were held during the consultation period, on 7 November 2022 and 5 December 2022. Information included in the online events provided an overview of key content from the consultation materials and information about how and where further consultation information and materials could be accessed. The online events also included an option for attendees to ask questions directly to the Applicant. Further information is available in Chapter 4 of this Report.</p>		
<p>In-person events will be held using community venues and a mobile engagement van, to give stakeholders the opportunity to speak to members of the project team about the Scheme. Any changes to the consultation events will be communicated on the Scheme webpage and on social media. The project team can also be contacted ahead of any event to confirm that it is still taking place using the contact details at the end of this section. Details of the events are as follows:</p> <p>(Section 7 of the SoCC)</p>	<p>Twelve in-person consultation events (six in community venues, five using the engagement van and one business event) were held during the consultation period at the locations, on the dates and for the duration of time listed within the consultation materials. Further information is available in Chapter 4 of this Report. No changes were made to the events detailed within the consultation materials; therefore no update was required on the Scheme webpage or social media. The Applicant's contact details were included within consultation materials where events were publicised, and the Applicant was available to confirm the status of events throughout the consultation period.</p>		

Table 4-7: SoCC compliance	
Commitment within the SoCC:	Accordance with commitment:
Consultation feedback and findings	
<p>Responses can be submitted using the following methods during the consultation period:</p> <ul style="list-style-type: none"> • Completing a copy of the response form and posting it back to the project team using the Scheme Freepost address: Freepost A46 NEWARK BYPASS • Completing the online version of the response form available via the Scheme webpage at the following address: www.nationalhighways.co.uk/a46-newark-bypass • Giving a copy of a response form to a member of staff at one of the consultation events <p>(Section 6 of the SoCC)</p>	<p>The response channels that could be used to submit responses were publicised in consultation materials, including the consultation brochure and consultation response form, as well as on the Scheme webpage and letters sent to consultees.</p> <p>All response channels were used for consultees to submit responses, with 278 submitted online, 198 sent using Freepost, six given to staff at a consultation event and 69 submitted to the Applicant's Scheme email address.</p>
<p>We will record and carefully consider all responses received during the statutory consultation which will be taken into account when finalising our DCO application before we submit it to the Planning Inspectorate.</p> <p>(Section 7 of the SoCC)</p>	<p>All consultation responses were recorded and stored within an electronic database by the Applicant. A response analysis process was undertaken, and responses considered as part of the design development process by the Applicant. Further information and evidence relating to how the responses have helped to inform the Scheme design is provided in Chapter 5 of this Report and Annex N of Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>We will summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received, and outline any changes made as a result of the statutory consultation.</p> <p>(Section 7 of the SoCC)</p>	<p>A summary of the consultation responses received and how regard has been had to these responses is provided in Chapter 5 of this Report and Annex N of Consultation Report Annexes (TR010065/APP/5.2). This Report has been prepared and submitted with the development consent application.</p>

4.6 Section 48 (newspaper notices)

4.6.1 Section 48 of the 2008 Act requires the Applicant to publicise the proposed application in the prescribed manner, in national and local newspapers, as set out in Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

4.6.2 The information relating to the newspapers used to publicise the proposed application are set out in Table 4-8 below.

Table 4-8: Newspaper notices	
Date published	Newspapers
13 October 2022	Newark Advertiser and The Nottingham Post
20 October 2022	Newark Advertiser and The Nottingham Post
20 October 2022	The Times and London Gazette

4.6.3 Copies of the newspaper notices, as set out in in Table 4-8 above, are provided in Annex K of the Consultation Report Annexes **(TR010065/APP/5.2)**.

4.7 Targeted non-statutory consultation

4.7.1 Following the close of the statutory consultation held between 26 October and 12 December 2022, the Applicant carried out a targeted non-statutory consultation, as a result of six proposed changes to the Scheme. This targeted non-statutory consultation was held to seek views and allow an opportunity for prescribed consultees, persons with an interest in land and community stakeholders, who the Applicant considered would be impacted by, and interested in, the Scheme, to comment on the following updates:

- Langford Hall access road:
 - Following consultation feedback relating to impacted access routes, the Order Limits were altered near to Langford Hall
- Winthorpe Roundabout:
 - Following consultation feedback and ongoing stakeholder engagement, the Winthorpe Roundabout layout was amended. To improve flows, the A46 traffic would be directed around the roundabout, with the northbound traffic from the Friendly Farmer Roundabout passing through the middle. A signalised walking and cycling route would be provided across the junction between the A1133 and Drove Lane
- Hargon Lane:
 - Following consultation feedback, the Order Limits were altered along part of Hargon Lane. This would enable any works and/or rights required to connect the current footpath on Hargon Lane with a new walking and cycling route proposed across Winthorpe Roundabout between the A1133 and Drove Lane
- Kelham and Averham floodplain compensation area:
 - Following further design development and engagement with local stakeholders, the Order Limits were altered to include new land parcels identified for use as floodplain compensation areas, including land within the Kelham Conservation Area

- Farndon bridleway (BW2) temporary diversion:
 - Following consultation feedback, the Order Limits were altered to enable an alternative route to be used as a temporary bridleway diversion during construction
- Farndon temporary construction holding area:
 - Following feedback from local stakeholders, the Order Limits were altered to include additional land for temporary use as a vehicle holding area during construction

- 4.7.2 The Applicant carried out the targeted non-statutory consultation between 17 March and 16 April 2023, allowing a total of 30 days to respond. Any responses could be directed to A46newarkbypass@nationalhighways.co.uk or Freepost A46 NEWARK BYPASS.
- 4.7.3 Section 42(1)(a) prescribed consultees and section 47 community consultees were notified by post on 15 March 2023 and email on 17 March 2023. The notification consisted of a revised draft Order Limits plan, a revised draft Order Limits area plans and a covering letter, which are provided in Annex L of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 4.7.4 During the targeted non-statutory consultation period, the Applicant identified 10 consultees that had received their targeted non-statutory consultation materials later than 17 March 2023. An extension to the targeted non-statutory consultation period was provided for these consultees. Consultees were notified of the extension by post on 28 April 2023, providing an extension period of 3 May 2023 to 15 May 2023, which ensured that these consultees received a 28-day consultation period in total.
- 4.7.5 A number of section 42(1)(d) consultees were identified as having not previously been consulted on the statutory consultation, due to the previous Order Limits identified. These consultees were sent statutory consultation materials to provide them with an opportunity to comment on the Scheme as a whole. The materials were sent to consultees via post on 3 April 2023 and delivered on 4 April 2023. A consultation period was provided for these consultees of 4 April to 2 May 2023, allowing 28 days to respond. The Applicant identified four consultees that had received the statutory consultation materials later than 4 April 2023. Individual extensions to the consultation period were provided for these consultees to ensure that they received a 28-day consultation period in total.
- 4.7.6 The Applicant also identified an overseas consultee, and both targeted non-statutory consultation and statutory consultation materials were sent to this consultee via international post on 26 April. A consultation period was provided for this consultee of 6 May to 2 June 2023, allowing 28 days to respond.

4.8 Targeted statutory consultation

- 4.8.1 The Applicant carried out a targeted statutory consultation in the vicinity of Pelham Street in Newark-on-Trent, due to technical studies indicating the potential for noise impacts as a result of changes to traffic flows associated with the Scheme.

Consultation responses could be directed to A46newarkbypass@nationalhighways.co.uk or Freepost A46 NEWARK BYPASS. The consultation took place between 8 September and 6 October 2023, allowing at least 28 days to respond.

- 4.8.2 The Applicant notified newly identified section 42(1)(d) Category 3 persons with an interest in land, by post on the 6 September 2023, outlining:
- The potential noise impacts that had been identified in the vicinity of Pelham Street
 - The proposal to monitor the issue and validate the potential noise impacts, after the Scheme had opened (should it be built)
 - The proposal to take appropriate measures to mitigate the impacts if required
 - Information relating to a potential entitlement to make a relevant claim for compensation, due to the effect of construction and/or operation of the Scheme
 - The opportunity to comment on the Scheme, as presented during the previous statutory consultation and subsequent targeted non-statutory consultation
- 4.8.3 The notification consisted of a copy of the revised draft Order Limits plan produced for the targeted non-statutory consultation and a covering letter, which are provided in Annex L of the Consultation Report Annexes **(TR010065/APP/5.2)**.

5 Applicant's response to consultation feedback

5.1 Overview

5.1.1 This chapter sets out the high-level analysis of responses received to the statutory consultation, targeted non-statutory and targeted statutory consultation. It also sets out how the Applicant had regard to the responses received in developing the Scheme, in accordance with section 49 of the 2008 Act.

5.2 Analysis of responses – statutory consultation

5.2.1 As part of the statutory consultation, a response form was provided with the consultation brochure and available to complete online on the Applicant's Scheme webpage. The response form was used to gather views from section 42 and section 47 consultees on the Scheme. Further information on the statutory consultation can be found in Chapter 4 of this Report.

5.2.2 In total, the Applicant received 553 responses to the statutory consultation. These included responses from local authorities, affected landowners, businesses and local communities. Of the responses received, 198 (36%) were via printed response forms, 278 (50%) were via online response forms, 71 (13%) were via email and six (1%) were in person.

5.2.3 The high level themes arising from the statutory consultation were:

- Construction
- Design
- Environment
- Overall scheme
- Stakeholder engagement and consultation
- Traffic
- Walkers, cyclists and horse-riders

5.2.4 The main topics identified within the high level themes were:

- Noise and vibration
- Road drainage and water (including borrow pits, flood risk and flood compensation areas)
- Walkers, cyclists and horse-riders
- Landscape and visual effects
- Road layout
- Biodiversity

- Construction
- Air quality
- Overall scheme

5.2.5 Further details on how the Applicant had regard to the responses received during the statutory consultation is provided in Annex N of Consultation Report Annexes (TR010065/APP/5.2).

5.3 Responses to closed questions – statutory consultation

5.3.1 Eleven closed questions were asked about how consultees found out about the consultation, how they use the existing A46, their demographics and the type of vehicle they use. The closed questions also asked consultee levels of satisfaction with elements of the existing A46 and how they feel about the Scheme proposals. The questions, and a breakdown of the responses received, are provided below.

5.3.2 Question: Are you responding on behalf of an organisation or group?

Feedback shows that 41 respondents were responding on behalf of a group or organisation and 440 were responding on their own behalf. Seventy-two respondents didn't answer the question. This is shown in Table 5-1 below.

Table 5-1: 'Are you responding on behalf of an organisation or group?'	
Response option	Number of responses
Yes	41
No	440
Not answered	72

5.3.3 Question: How did you hear about the consultation?

Feedback shows that 292 respondents heard about the consultation through a 'brochure received in the post'. Other stakeholders heard about the consultation through a 'postcard' (71), a 'press release' (68), a 'webpage alert' (21), 'social media' (56), an 'information poster' (10), 'word of mouth' (59), or 'other' (39). Seventy-eight respondents did not answer this question. This is shown in Table 5-2 below. Respondents could select more than one answer to this question.

Table 5-2: 'How did you hear about the consultation?'	
Response	Number
Postcard received in the mail	71
Consultation brochure received in the post	292
Press release/media	68
Scheme webpage alert	21
Social media	56
Information poster	10
Word of mouth	59
Other	39

Table 5-2: 'How did you hear about the consultation?'

Response	Number
Not answered	78

5.3.4 Question 1a: Which of the following describes you?

Feedback indicates that most respondents are local residents (425) or are travelling on the bypass regularly using a private vehicle (261). Other respondents are local business owners (45) or employed locally (63). Some respondents also travel on the bypass regularly using a commercial vehicle (34) or public transport (14). Respondents also answered 'other' (37) or did not answer the question (77). This is shown in Table 5-3 below. Respondents could select more than one answer to this question.

Table 5-3: 'Which of the following describes you?'

Response	Number
I'm a local resident	425
I'm a local business owner	45
I'm employed locally	63
I travel on the bypass regularly using a private vehicle	261
I travel on the bypass regularly using a commercial vehicle	34
I travel on the bypass regularly using public transport	14
Other	37
Not answered	77

5.3.5 Question 1b: If you use the A46 Newark bypass, please tell us why.

Feedback shows that respondents use the A46 Newark bypass for many reasons. 'Leisure/recreation' received the most responses (397). 'Long distance journeys (greater than 10 miles)' (295) also received many responses. 'Travelling to or from work' (160), 'travelling for business' (124), 'school pick up/drop off' (32) and 'other' (53) were also among the options. Eighty-six respondents did not answer this question. This is shown in Table 5-4 below. Respondents could select more than one answer to this question.

Table 5-4: 'If you use the A46 Newark bypass, please tell us why'

Response	Number
Travelling to/from work	160
Travelling for business	124
Leisure/recreation	397
School pick up/drop off	32
Long distance journeys (of greater than 10 miles)	295
Other	53

Table 5-4: 'If you use the A46 Newark bypass, please tell us why'

Response	Number
Not answered	86

5.3.6 Question 1c: If you use the A46 Newark bypass, how do you normally travel on it?

Feedback indicates that the most common method of travel on the A46 Newark bypass for the respondents is by 'car' (450). Other methods include 'lorry or van' (43), 'bus or coach' (27), 'motorcycle' (21) or 'other' (26). Eighty-seven respondents did not answer this question. This is shown in Table 5-5 below. Respondents could select more than one answer to this question.

Table 5-5: 'If you use the A46 Newark bypass, how do you normally travel on it?'

Response	Number
Car	450
Lorry or van	43
Bus or coach	27
Motorcycle	21
Other	26
Not answered	87

5.3.7 Question 1d: If you use the A46 Newark bypass, how often do you travel on it?

Feedback indicates that most respondents use the A46 Newark bypass 'three days a week or more' (243). Other respondents use the road 'one to two days a week' (119), 'one to three days a month' (70) or 'less than once a month' (40). Ninety-one respondents did not answer this question. This is shown in Table 5-6 below. Respondents could select more than one answer to this question.

Table 5-6: 'If you use the A46 Newark bypass, how often do you travel on it?'

Response	Number
One to two days a week	119
Three days a week or more	243
One to three days a month	70
Less than once a month	40
Not answered	91

5.3.8 Question 1e: If you use the A46 Newark bypass, when do you usually travel on it?

Feedback shows that 368 respondents use the A46 on 'weekends' and 361 on 'weekdays off-peak'. Two hundred and sixteen respondents use the A46 on 'weekday mornings in peak time' and 201 use the road on 'weekday evenings at peak times'. Ninety-one respondents did not answer this question. This is shown in Table 5-7 below. Respondents could select more than one answer to this question.

Table 5-7: 'If you use the A46 Newark bypass, when do you usually travel on it?'

Response	Number
Weekday morning peak (7am-9am)	216
Weekday evening peak (5pm-7pm)	201
Weekday off-peak (all other times)	361
Weekends any time	368
Not answered	91

5.3.9 Question 1f: How satisfied or dissatisfied are you with the following elements of the existing A46 Newark bypass?

5.3.10 **Road safety**

Respondents were asked to choose answers ranging from 'very satisfied' (26) to 'very dissatisfied' (52). One hundred and seven respondents report being 'satisfied', 114 as 'neutral' and 134 as 'dissatisfied'. Ninety respondents did not answer this question. This is shown in Table 5-8 below.

Table 5-8: 'How satisfied or dissatisfied are you with ...road safety?'

Response	Number
Very satisfied	26
Satisfied	107
Neutral	144
Dissatisfied	134
Very dissatisfied	52
Not answered	90

5.3.11 **Congestion**

Feedback shows that 229 respondents are 'very dissatisfied' with congestion levels on the existing A46 Newark Bypass. One hundred and fifty-nine are 'dissatisfied', 41 are 'neutral', 33 are 'satisfied' and 7 are 'very satisfied'. Eighty-four respondents did not answer this question. This is shown in Table 5-9 below.

Table 5-9: 'How satisfied or dissatisfied are you with ...congestion?'

Response	Number
Very satisfied	7
Satisfied	33
Neutral	41
Dissatisfied	159
Very dissatisfied	229
Not answered	84

5.3.12 Road layout

Feedback highlights that respondents are mostly 'dissatisfied' with the road layout of the existing A46 Newark Bypass (160). One hundred and sixteen are 'very dissatisfied' and 114 are 'neutral'. Fifty-nine respondents are 'satisfied' and 13 are 'very satisfied'. Ninety-one respondents did not answer this question. This is shown in Table 5-10 below.

Table 5-10: 'How satisfied or dissatisfied are you with ...road layout?'	
Response	Number
Very satisfied	13
Satisfied	59
Neutral	114
Dissatisfied	160
Very dissatisfied	116
Not answered	91

5.3.13 Journey time

Feedback shows that 164 respondents are 'dissatisfied' with their journey time while 124 are 'very dissatisfied'. Sixty-eight reported being 'satisfied' with their journey and 10 are 'very satisfied'. Ninety-six respondents are neutral and 91 did not respond to this question. This is shown in Table 5-11 below.

Table 5-11: 'How satisfied or dissatisfied are you with ...journey time?'	
Response	Number
Very satisfied	10
Satisfied	68
Neutral	96
Dissatisfied	164
Very dissatisfied	124
Not answered	91

5.3.14 Noise

Feedback shows that the majority of respondents are 'neutral' (200) about the noise levels of the A46 Newark Bypass. One hundred and eight are 'dissatisfied', 85 are 'very dissatisfied', 52 are 'satisfied', and 11 are 'very satisfied'. Ninety-seven respondents did not answer this question. This is shown in Table 5-12 below.

Table 5-12: 'How satisfied or dissatisfied are you with ...noise?'	
Response	Number
Very satisfied	11
Satisfied	52
Neutral	200
Dissatisfied	108

Very dissatisfied	85
Not answered	97

5.3.15 Access for walkers, cyclists and horse-riders

Feedback shows that 194 respondents are 'neutral' about access for walkers, cyclists and horse-riders. Six are 'very satisfied', 35 are 'satisfied', 123 are 'dissatisfied' and 96 are 'very dissatisfied'. Ninety-nine respondents did not answer this question. This is shown in Table 5-13 below.

Table 5-13: 'How satisfied or dissatisfied are you with ...access for walkers, cyclists and horse-riders?'	
Response	Number
Very satisfied	6
Satisfied	35
Neutral	194
Dissatisfied	123
Very dissatisfied	96
Not answered	99

5.3.16 Question 1g: To what extent do you agree or disagree that the A46 Newark Bypass between Farndon and Winthorpe Roundabouts needs improvements?

The feedback from respondents highlights that a large majority (330) 'strongly agree' that improvements are needed to the A46 section between Farndon and Winthorpe Roundabouts. Eighty-four respondents 'agree', 22 are 'neutral', 15 'disagree' and 20 'strongly disagree'. Two respondents opted for 'don't know' and 80 did not answer this question. This is shown in Table 5-14 below.

Table 5-14: 'To what extent do you agree or disagree that the A46 Newark Bypass between Farndon and Winthorpe roundabouts needs improvements?'	
Response	Number
Strongly agree	330
Agree	84
Neutral	22
Disagree	15
Strongly disagree	20
Don't know	2
Not answered	80

5.3.17 Question 2a: How satisfied or dissatisfied are you with the proposed improvements to the A46 Newark Bypass between Farndon and Winthorpe Junctions as described in our consultation?

Feedback highlights that 170 respondents are 'satisfied' with the proposed improvements and 123 are 'very satisfied'. Seventy-five respondents answered 'dissatisfied' and 52 'very dissatisfied'. Forty-nine respondents are 'neutral' to the

proposed improvements and 84 did not answer this question. This is shown in Table 5-15 below.

Table 5-15: 'How satisfied or dissatisfied are you with the proposed improvements to the A46 Newark Bypass between Farndon and Winthorpe junctions as described in our consultation?'	
Response	Number
Very satisfied	123
Satisfied	170
Neutral	49
Dissatisfied	75
Very dissatisfied	52
Not answered	84

5.3.18 Question 2e: Are you aware of any potentially suitable or available local locations or sites that could be used for environmental enhancements, such as habitat creation or tree and woodland planting?

Feedback shows that 232 respondents did not answer this question, 221 respondents did not know of any suitable locations/sites and 100 responded 'yes'. This is shown in Table 5-16 below.

Table 5-16: 'Are you aware of any potentially suitable or available local locations or sites that could be used for environmental enhancements, such as habitat creation or tree and woodland planting?'	
Response	Number
Yes	100
No	221
Not answered	232

5.4 Responses to open-ended questions – statutory consultation

5.4.1 The response form had seven open-ended questions allowing consultees to provide more detailed responses on the Scheme. The questions are listed below:

- Question 2b: Please provide any further comments you have on the scheme design using the box below.
- Question 2c: Please use the box below to provide any further comments you may have on the environmental information contained in our consultation materials.
- Question 2d: Please use the box below to suggest any additional measures or opportunities that could further minimise the impact of the scheme on the environment or the local community.
- Question 2e/2f: Are you aware of any potentially suitable and available local locations or sites that could be used for environmental

enhancements, such as habitat creation or tree and woodland planting? If 'Yes', please provide further details using the box below.

- Question 2g: If you wish to make any comments about the proposed floodplain compensation areas presented in our consultation materials, please use the box below.
- Question 2h: Please provide any further comments you have about the proposed scheme.
- Question 2i: Please provide any further comments you have on this consultation process, or the information presented in our consultation materials.

5.4.2 The breakdown of the main themes/topics raised by consultees in relation to the open-ended questions in the response form are provided in Table 5-17 below. Further details on how the Applicant had regard to the responses received is provided in Annex N of Consultation Report Annexes **(TR010065/APP/5.2)**.

Table 5-17: Breakdown of the main themes/topics arising from open ended questions	
Theme/topic	Summary of points raised
Traffic	<ul style="list-style-type: none"> • The Scheme is needed to deal with existing traffic problems on this stretch of the A46 and has the potential to stimulate economic growth along the A46 corridor • The Scheme needs to take into account the Newark Castle level crossing on Great North Road as this is a major cause of congestion • Concerns the Scheme will result in congestion on some local roads both during construction and operation • The impact of the Southern Link Road (SLR) on traffic flows needs to be taken into account both during construction and operation of the Scheme • The Scheme needs to do more to help with congestion and traffic queuing at the A46/A1 northbound and southbound slip roads • The Scheme needs to ensure that Friendly Farmer Link Road and Winthorpe Roundabout have enough capacity as for future traffic forecasts • A Traffic Assessment is needed to ascertain what the potential impacts on the local road network will be from the Scheme as well as the overall benefits of the Scheme • Speed limits need to be used to reduce environmental impacts and make the carriageway safer for drivers and also pedestrians using crossings • The Scheme needs to take into account the increased traffic using Winthorpe Roundabout during events at Newark Showground • Use of traffic lights at roundabouts as part of the Scheme may cause congestion

Table 5-17: Breakdown of the main themes/topics arising from open ended questions

Theme/topic	Summary of points raised
	<ul style="list-style-type: none"> Investment should be made into local public transport, railways and walking, cycling and horse-riding routes instead of encouraging more vehicles onto the road
Environment - Noise and vibration	<ul style="list-style-type: none"> Concerns that construction and operation of the Scheme will create noise and vibration issues for nearby residents, businesses, wildlife and the use of community amenities such as walking, cycling and horse-riding routes Requests that measures to reduce noise impacts need to be put in place along the route, including low noise tarmac and acoustic barriers Concerns that not enough information is available to allow individuals to identify and understand how they are impacted by changes to noise Concerns about impacts of construction and operation of the Scheme on Noise Important Areas and sensitive receptors (such as educational facilities) and requests that these potentially have more detailed assessments undertaken and noise mitigation measures considered as part of the Scheme Concerns about increase in vibrations at nearby properties and structures due to the construction and operation of the Scheme Concerns that the impacts of noise on some residential areas have not been fully considered, including the selection of noise monitoring locations and how this impacts the baseline for noise monitoring and measuring the impacts of the Scheme on residents Requests for further information to be provided linking noise from traffic to adverse health effects on communities
Environment - Road drainage and water environment	<ul style="list-style-type: none"> The Scheme must take into account the drainage requirements on land parcels impacted during construction and operation of the Scheme The Scheme must not cause or increase any current issues of flooding in the area and should ideally try to alleviate current flooding issues where possible Existing water courses and drainage features, such as streams and ditches, should not be impacted by the Scheme New water management features, such as attenuation ponds, introduced by the Scheme should not have a detrimental impact on existing structures or features in the area, such as the Nether Weir hydro-scheme The construction work carried out in relation to the Scheme may present an opportunity to improve some of the existing water drainage in the area Concerns about the impact of borrow pits and floodplain compensation areas on flooding and flood risk in residential areas and on walking, cycling and horse-riding routes

Table 5-17: Breakdown of the main themes/topics arising from open ended questions

Theme/topic	Summary of points raised
	<ul style="list-style-type: none"> • Concerns about the impact of borrow pits and floodplain compensation areas on land parcels identified for future development by landowners or currently used for agriculture or other business activities • Concerns about the disruption caused by the construction work that will be needed for borrow pits and floodplain compensation areas • Queries relating to the safety of water management related features such floodplain compensation and attenuation ponds in areas that are accessible to the public • Concerns that not enough information is available to allow individuals and communities to identify and understand how they are impacted by the floodplain compensation areas and also how they will be maintained • Suggestions to use brownfield land and/or poor-quality land for floodplain compensation areas instead of agricultural land • Suggestions relating to the opportunities available for using borrow pits and floodplain compensation as wildlife habitats, woodland and potential areas for environmental mitigation measures • Suggestions to turn borrow pits and floodplain compensations areas into suitable areas that can be used for recreational use by the community
Walkers, cyclists and horse-riders	<ul style="list-style-type: none"> • Suggestions to add further footpaths/cycleways between Newark-on-Trent/Kelham and surrounding locations such as the Showground • Concerns that not enough improvements have been proposed for walking, cycling and horse-riding routes throughout the Scheme • Concerns about changes to existing footpaths impacting walkers, cyclists and horse-riders safety and journey times • Suggestions to review the proximity of paths to roads surrounding the Scheme • Concerns for pedestrian and cyclist safety when travelling along walking, cycling and horse-riding routes that cross the Scheme's entry and exit slips • Requests to maintain existing underpass • Requests to consider connection of existing walking, cycling and horse-riding routes with proposed routes to better link local facilities for walkers, cyclists and horse-riders • Comments suggesting the improvement of visibility and lighting of walking and cycling routes • Suggestions for a separate walking and cycling route along the full length of the bypass

Table 5-17: Breakdown of the main themes/topics arising from open ended questions

Theme/topic	Summary of points raised
Overall scheme	<ul style="list-style-type: none"> • Suggestions of alternative design solutions that should be considered instead of the current Scheme proposal • Comments noting that improvements are overdue and a desire for works to begin as soon as possible • Objection to the Scheme based on perceived local disbenefits including being damaging to the local economy • Comments relating to the environmental impacts of the Scheme and how they link to Government targets relating to climate change • Concerns that the cost of the Scheme is too high and that it will not offer value for money • Comments noting that funds could be better spent improving local public transport and active travel routes • Comments noting that the Scheme will only benefit freight traffic heading to ports on the east coast • Queries from local residents and landowners relating to the direct and indirect impacts of the Scheme on their land and/or property • Positive and negative comments relating to the consultation process including the length of time and the information provided in materials
Environment - Landscape and visual effects	<ul style="list-style-type: none"> • Concerns that features of the Scheme will create a visual intrusion and have a negative impact on nearby residents, conservation areas and the historic setting of Newark-on-Trent when in operation • Concerns that construction of the Scheme, will cause a temporary impact from a landscape and visual perspective on local residents as well as users of community amenities, such as Nether Weir and the River Trent • Concerns about the removal of mature established trees that act as visual screening from the existing bypass and are also wildlife habitats • Suggestions to carry out landscape mitigation measures ahead of construction such as tree planting and also the type of planting that should be used • Suggestions for additional landscape mitigation measures to be included within the Scheme for visual screening, environmental mitigation and wildlife benefits • Multiple suggestions made for locations/sites that can be used for environmental enhancements including nature reserves • Requests for further information relating to proposed landscape and visual mitigation
Design - Winthorpe Roundabout and Farndon Roundabout	<ul style="list-style-type: none"> • Comments that the Scheme design at Winthorpe and Farndon roundabouts will help existing issues but that more should be done in both locations including grade separation at both roundabouts

Table 5-17: Breakdown of the main themes/topics arising from open ended questions

Theme/topic	Summary of points raised
	<ul style="list-style-type: none"> • Concerns that traffic lights on the Winthorpe and Farndon roundabouts will not solve congestion issues and potentially lead to safety issues • Concerns about the potential impact of the new Winthorpe Roundabout design on the trees/rookery in the middle of the existing roundabout • Concerns that the layout of Winthorpe Roundabout might confuse road users and isn't going to resolve the existing traffic congestion issues • Comments relating to the congestion currently experienced at Winthorpe Roundabout due to the traffic entering and leaving Newark Showground on event days • Queries relating to how Winthorpe Roundabout will work including traffic light sequencing • Suggestions that Drove Lane will become a rat-run due to the Scheme and that access to the Showground should be improved as part of the Scheme • Suggestions for new speed limit restrictions on the roads approaching Winthorpe Roundabout • Suggestions relating to the provision of a walking and cycling route around Winthorpe Roundabout • Concerns that there will be an impact on Farndon Roundabout due to the nearby SLR and this needs to be taken into account by the Scheme
Environment - Biodiversity	<ul style="list-style-type: none"> • Concerns about the impact of construction and operation of the Scheme on local nature reserves, local wildlife sites, priority habitat, non-priority habitat and veteran and notable trees • Concerns about the impacts of the Scheme on protected and notable species • Concerns about the impact of temporary works related to construction, including night works impacting biodiversity in the area • Suggestions that the Scheme should account for the need for wildlife crossings • Requests that more information should be provided regarding the impact on biodiversity • Suggestions that the Scheme presents opportunities for the creation of new habitats especially in floodplain compensation areas • Comments welcoming the intention of the Scheme to move from a net loss to a net gain for biodiversity
Environment - Air quality	<ul style="list-style-type: none"> • Concerns around the local air quality/increase in carbon not being in line with Government environment policy • General concerns around decrease in air quality in areas surrounding the Scheme

Table 5-17: Breakdown of the main themes/topics arising from open ended questions

Theme/topic	Summary of points raised
	<ul style="list-style-type: none"> • Requests for further information regarding air monitoring figures, thresholds, and data • Requests to include PM2.5 particles in air quality mapping • Concerns around construction traffic and increased traffic from Scheme operation impacting pollution and air quality
Environment - Population and human health	<ul style="list-style-type: none"> • Concerns regarding the impact of the Scheme on businesses and local residents' daily lives • Comments regarding impact on access routes for recreational activities • Requests for a holistic approach to population and human health • Concerns regarding the level of local knowledge around potential impacts of the Scheme on population and human health • Requests for more detailed information regarding possible impacts on population and human health

5.5 Analysis of responses – targeted non-statutory consultation

- 5.5.1 This targeted non-statutory consultation sought views on six proposed changes to the Scheme. Further details about the targeted non-statutory consultation can be found in Chapter 4 of this Report.
- 5.5.2 As part of the targeted non-statutory consultation, the Applicant posted a letter with accompanying consultation materials to section 42 and section 47 consultees. The letter contained information advising that any responses could be directed to A46newarkbypass@nationalhighways.co.uk or Freepost A46 NEWARK BYPASS. Copies of the letters and materials used as part of the targeted non-statutory consultation are provided in Annex L of the Consultation Report Annexes **(TR010065/APP/5.2)**.
- 5.5.3 In total, the Applicant received 36 responses to the targeted non-statutory consultation. These included responses from local authorities, affected landowners, businesses and local communities. All responses were received via email.
- 5.5.4 The main topics arising from the targeted non-statutory consultation are listed below:
- Road drainage and water (including borrow pits, drainage installation and flood compensation areas)
 - Walkers, cyclists and horse-riders
 - Road layout
 - Stakeholder engagement

- Consultation - general
- Land ownership

5.5.5 A summary of design changes made to the Scheme as a result of the targeted non-statutory consultation have been included within Table 5-18 below. Annex N of Consultation Report Annexes (**TR010065/APP/5.2**) sets out how the Applicant had regard to the responses received as part of the targeted non-statutory consultation.

5.6 Analysis of responses – targeted statutory consultation

5.6.1 This targeted statutory consultation sought views on the Scheme as presented during the previous statutory consultation and subsequent targeted non-statutory consultation, from newly identified section 42(1)(d) Category 3 persons with an interest in land. Further details about the targeted statutory consultation can be found in Chapter 4 of this Report.

5.6.2 As part of the targeted statutory consultation, a copy of the revised draft Order Limits plan produced for the targeted non-statutory consultation was provided with a covering letter, which directed the consultee to the Scheme webpage for all previous consultation materials. A copy of the letter and plan are included in Annex M of the Consultation Report Annexes (**TR010065/APP/5.2**). The letter contained information advising that any responses could be directed to A46newarkbypass@nationalhighways.co.uk or Freepost A46 NEWARK BYPASS.

5.6.3 In total, the Applicant received one response to the targeted statutory consultation. This was received via email from a newly identified section 42(1)(d) Category 3 person with land interest.

5.6.4 The response related to a potential impact on properties therefore, the high level theme of the response was ‘Stakeholder engagement and consultation’, with the topic being ‘Land ownership’.

5.6.5 No changes were made to the design as a result of the targeted statutory consultation. Annex N of Consultation Report Annexes (**TR010065/APP/5.2**) sets out how the Applicant had regard to the responses received as part of the targeted statutory consultation.

5.7 Summary of Scheme changes as a result of statutory consultation, targeted non-statutory consultation and targeted statutory consultation

5.7.1 Table 5-18 below lists the key design changes that were made to the Scheme as a result of the statutory consultation and targeted non-statutory consultation. No design changes were made as a result of the targeted statutory consultation. For further details see Annex N of Consultation Report Annexes (**TR010065/APP/5.2**).

Table 5-18. Changes to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
1	Comments received relating to the Scheme’s	Newark Lorry Park entrance relocated and

Table 5-18. Changes to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
	impact on Newark Lorry Park.	improved, providing traffic signals to help future traffic flows as well as making it safer for walkers and cyclists to cross. The Newark Lorry Park land required within the Order Limits has also been reduced.
2	Comments relating to location and need of combined access track/footway/cycleway to the east of Winthorpe village.	A section of the proposed access track has been removed between Hargon Lane and the A1133. The footpath element has also been relocated in this area. The laybys on the track have also been moved so they are not positioned in the fields.
3	Comments received relating to the access arrangements for Newark Showground on Drove Lane.	Junction at Drove Lane modified to be a 'left out' only at the location of the existing entrance. This is to reduce the impact on the surrounding road network, particularly during event days. The walking and cycling route from the Friendly Farmer Link was extended along Drove Lane to the first Showground entrance.
4	Comments relating to Langford Hall including access off A1133, impact on property access and extent of land use.	The proposed property access route has been altered within the Order Limits. A new alignment has been proposed that links to the A1133 closer to Winthorpe Roundabout and greatly reduces the loss of existing established trees. A new location and layout of the access track to the property has been agreed and the Order Limits altered to account for this. Order Limits have also been reduced to maintain as much useable farmland as possible for the landowner.
5	Comments relating to the loss of land and vegetation on land at the rear of properties on Crees Lane as well as the need for acoustic barriers.	Scheme design and construction strategy changed at Windmill Viaduct to include a retaining wall on the west side of the road near the existing Farndon Underpass. This has reduced the Order Limits in this location and the impact on land and vegetation. A 2-metre acoustic barrier has been provided from the existing underpass to Windmill Viaduct to reduce noise and visual impact of the Scheme.
6	Comments regarding removal of access to land off the existing A46 southbound carriageway between Farndon and Cattle Market Roundabouts.	Direct access maintained to land off the A46 carriageway as requested by landowner.
7	Comments requesting a more direct route for pedestrians and cyclists at the new Brownhills Junction.	The footpath adjacent to the new roundabout at Brownhills Junction has been realigned so that it follows a more direct route for pedestrians and cyclists.
8	Concern over safety in relation to the right turn to access the new roundabout at Brownhills Junction when travelling from the existing Brownhills Roundabout.	The access has been modified in the design so that there is a more notable right-hand turn that aims to reduce potential driver confusion.
9	Safety concern expressed regarding the slip road access for the Esso service station flowing directly into the car park.	End of the slip road has been narrowed and designed with a tighter radius introduced to slow vehicles down.
10	Comments noting a desire for improved	A walking and cycling route has been incorporated

Table 5-18. Changes to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
	walking and cycling facilities from Winthorpe village to Newark Showground.	in the design across Winthorpe Roundabout between the A1133 and Drove Lane.
11	Request for the access track to the south of Cattle Market to be moved to the bottom of the flood defence.	The access track has been moved as requested.
12	Comments that identified the area of land allowed within the Order Limits for a temporary diversion of BW2 during construction of the new Windmill Viaduct would not be suitable as the footpath is not wide enough to be used by equestrians.	A new diversion route has been proposed in consultation with the local equestrian groups and landowners, and the Order Limits modified accordingly.
13	Concerns raised with regards to the height of new roundabout at Brownhills Junction.	The level of the roundabout accounts for flood modelling requirements and has been lowered so that it is now approximately 1 metre above the existing ground level, at the same level of the adjacent A1.
14	Comments from landowners relating to the area of land identified within the Order Limits for floodplain compensation in Kelham/Averham.	The Order Limits have been amended and reduced following discussions with the landowners.
15	Comments from landowner relating to access requirements for septic tank near property.	The Order Limits have been altered to remove the identified septic tank location.
16	Concerns raised over land to north west of Windmill Viaduct becoming a permanent wetland.	Extent of wetlands significantly reduced and more provided to north-east of new dual carriageway.
17	Concerns raised regarding location of attenuation pond to the western side of Nether Lock Viaduct near the southern abutment.	Pond moved to eastern side next to the river.
18	Concerns that extent of proposed Brownhills flood compensation area would remove small piece of land that is essential for their business.	Piece of land removed from Order Limits.
19	Concerns raised that sharing the first Showground entrance along Drove Lane with the bowling club access would cause delays and confusion to users.	Shared access facility removed and current access changed to left out only. Access to the bowling club would be from the new Friendly Farmer Link Road.
20	Request made for Winthorpe Roundabout to be re-aligned to avoid the trees in the middle of the existing roundabout and the rookery.	When the roundabout design was modified for the targeted non-statutory consultation the route through the centre was aligned to avoid the trees.
21	Concerns from landowner relating to the extent of Order Limits impacting land used by business and access to property being impacted by new design of Brownhills Junction.	Adjusted the Order Limits to remove part of the landowner's property used for business operations. Committed to improve drainage at the existing A1 underpass so that the landowner can use this for access purposes. Access to the business will be retained at all times during constructions works allowing customers to access the property. This is detailed in the Outline Traffic Management Plan (TR010065/APP/7.7).

Table 5-18. Changes to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
22	Comments requesting the Scheme retains as many of the existing trees as possible particularly the small copse at the side of the A46 northbound between the Esso garage and Winthorpe Roundabout.	The copse alongside the existing A46 will be retained as well as the majority of the copse within the existing Winthorpe Roundabout.

5.7.2 Table 5-19 below summarises the issues raised at statutory consultation, targeted non-statutory consultation and targeted statutory consultation that did not result in changes to the Scheme design and why. For further details see Annex N of Consultation Report Annexes (TR010065/APP/5.2).

Table 5-19: Changes not made to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
1	<p>Requests to alter the Scheme design in relation to the A46 links to the A1 at Brownhills and Friendly Farmer Roundabouts. Suggestions included;</p> <ul style="list-style-type: none"> • Lengthening the A1 south exit slip road • Introducing a direct slip road access from the A46 onto the A1 North • Introducing a direct slip road from the A1 south onto the A46 north 	<p>Traffic modelling, completed as part of the Transport Assessment (TR010065/APP/7.4) shows that the new bridge crossing the A1 will reduce traffic using Brownhills Roundabout and Friendly Farmer Roundabout and improve traffic flows. Modelling also shows that traffic looking to access the A1 north continues to travel up Great North Road to join the A1 at North Muskham.</p> <p>A slip road being introduced directly onto the A1 from the new A46 exit slip road at Brownhills Junction would also impact the landowners on Winthorpe Road.</p> <p>The current queues on the A1 slip roads are caused by traffic congestion at the existing Brownhills and Friendly Farmer Roundabouts. The traffic modelling undertaken forecasts that, with the Scheme in place, traffic queues would be constrained to the A1 slip roads and not extend onto the mainline A1.</p> <p>Introducing a slip road off the A1 southbound prior to the new bridge crossing the A1 would have an adverse environmental impact on Winthorpe village and also potentially require the demolition of the existing Esso Interchange Service Station.</p> <p>For these reasons, the existing road layout, which requires road users to access the A1 northbound from the Brownhills Roundabout and A1 southbound from the Friendly Farmer Roundabout, has been retained.</p>
2	Requests to alter the Scheme design in relation to the Brownhills Junction and provide a smooth exit road off the A46 north and an alternative access to the residential and business properties.	The new roundabout at Brownhills Junction is needed in order to retain access into the properties on Winthorpe Road.

Table 5-19: Changes not made to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
		<p>The previous exit slip road design from the A46 to Brownhills Roundabout (included as part of the options consultation) included a tight curve which passed beneath the new A46 carriageway.</p> <p>This was approximately 300 metres further west compared to the current roundabout design and required a high embankment alongside it, which would have had more of an environmental impact on Winthorpe estate and Winthorpe village. Various alternative options were considered at the initial stages of design. The proposed design is the preferred option based upon the cost and benefit the Scheme will deliver.</p>
3	Requests to alter the design in relation to Cattle Market Junction by lowering the existing roundabout to reduce the visual impact of the flyover.	The Cattle Market Roundabout needs to remain at the existing level as this forms part of the flood defences for Newark-on-Trent.
4	Request to remove the grade separation at Cattle Market Junction and only add traffic signals to the roundabout.	The current layout of Cattle Market Roundabout does not have sufficient space to safely queue vehicles around the roundabout if traffic signals were installed. Therefore, installing traffic signals would cause further congestion at the roundabout than currently exists.
5	Requests to alter the design at Farndon Roundabout so that it does not include traffic signals as well as suggestions to include a direct link to the new SLR.	<p>Signals are full time on the A46 arms of Farndon Roundabout and lane sensors will be used where appropriate to help manage traffic flows during peak and off-peak times. This slows traffic, allowing for flows to be consistently controlled both through and into the roundabout. This will provide inter-green gaps for traffic to enter the roundabout from Newark-on-Trent and Farndon.</p> <p>Farndon Roundabout does not have enough capacity in its current design to include an extra link for the Southern Link Road (SLR). The SLR is being undertaken outside of the Scheme as part of another planning application by Newark and Sherwood District Council (NSDC), under this planning application it was decided not to link the SLR directly to the Farndon Roundabout.</p>
6	Requests to alter the design to incorporate grade separation at both Winthorpe and Farndon Roundabouts.	<p>Traffic modelling completed as part of the Transport Assessment (TR010065/APP/7.4), shows that grade separation junction is not needed at Farndon or Winthorpe Roundabout.</p> <p>Additional measures such as traffic lights and additional lanes have been included as part of the Scheme design at Farndon Roundabout. Signals are full time on the A46 arms of Farndon Roundabout and lane sensors will be used where appropriate to help manage traffic flows during peak and off-peak times. This slows traffic, allowing for flows to be</p>

Table 5-19: Changes not made to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
		<p>consistently controlled both through and into the roundabout. This will provide inter-green gaps for traffic to enter the roundabout from Newark-on-Trent and Farndon.</p> <p>The Winthorpe Roundabout proposed as part of the Scheme's design alleviates traffic until 2043 without the same visual, cost and carbon impact of grade separation. Due to the size of the roundabout, however, the proposed layout would not prohibit future grade separation at Winthorpe Roundabout if it was to be required.</p>
7	Requests to change the design at Winthorpe Roundabout including additional entrance and exit lanes, slip roads, removal of the proposed traffic signals and amendments to the size and location of the roundabout.	The Winthorpe Roundabout design has been tested within a traffic model as part of the Transport Assessment (TR010065/APP/7.4). The through-about design of the roundabout performs well in the year the Scheme is open to traffic (2028) and fifteen years on (2043). This allows for traffic growth.
8	Request to remove grade separation at Cattle Market and new bridge crossing over the A1, whilst maintaining the dual carriageway element of the design.	<p>High traffic flows at the existing junctions are the cause of the majority of congestion between Farndon Roundabout and Winthorpe Roundabout, therefore only dualling the carriageway would not solve this issue. The Scheme design has been developed to remove congestion at the junctions and not just the main carriageway.</p> <p>Traffic modelling, completed as part of the Transport Assessment (TR010065/APP/7.4), assessed current and future traffic flows. Modelling included the year the Scheme is open to traffic (2028) and 15 years on (2043). The proposed junctions as part of the Scheme design performed well for both scenarios. Cattle Market was shown to not operate well without grade separation being included as part of the Scheme design. Chapter 3 (Assessment of Alternatives) of the ES (TR010065/APP/6.1) provides further information on the options considered for the junctions included within the Scheme.</p>
9	Request to remove the dual carriageway element from the design and add grade separation at Winthorpe and Farndon Roundabouts.	Traffic modelling, completed as part of the Transport Assessment (TR010065/APP/7.4) assessed current and future traffic flows. Modelling included the opening year of the Scheme (2028) and 15 years on (2043). Predicted flows in 2043 show that a single carriageway would not be sufficient for the forecasted traffic demand. The proposed junctions as part of the Scheme design performed well for both scenarios.
10	Requests to extend the proposed floodplain compensation area at Farndon to the northwest of the A46.	The Nottingham to Lincoln Railway Line is a fixed constraint for the floodplain compensation areas, therefore the Applicant is unable to extend the floodplain compensation area beyond the railway.

Table 5-19: Changes not made to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
		<p>A Flood Risk Assessment has been undertaken which can be found in Appendix 13.2 (Flood Risk Assessment) of the ES Appendices (TR010065/APP/6.3). Chapter 3 (Assessment of Alternatives) of the ES (TR010065/APP/6.1) provides justification for the design was developed for the floodplain compensation areas.</p>
11	<p>Suggestion to use bridge supports rather than embankment for the new dual carriageway element of the Scheme to save encroachment on the floodplain.</p>	<p>Bridge supports have not been used as they would introduce a higher cost and carbon impact on the Scheme compared to using embankments.</p> <p>Steepened embankments have been incorporated into the Scheme to reduce the encroachment into the floodplain, this has reduced the floodplain requirements as the slopes are at a gradient of 1.04 instead of 1.2 which reduces the area they occupy.</p> <p>Chapter 3 (Assessment of Alternatives) of the ES (TR010065/APP/6.1) provides further information on the route that was chosen and how the design was developed for the floodplain compensation areas.</p>
12	<p>Suggestion that the new Friendly Farmer Link Road single carriageway should be a dual carriageway.</p>	<p>Traffic modelling, completed as part of the Transport Assessment (TR010065/APP/7.4), assessed current and future traffic flows. Modelling included the year the Scheme is open to traffic (2028) and 15 years on (2043) and showed that the single carriageway will have no significant delays and therefore no capacity issues for normal operation of the road. The traffic modelling shows that removal of the A46 traffic from the Friendly Farmer Roundabout would free up capacity in this location to allow traffic to flow easy with acceptable queue lengths.</p>
13	<p>Request to reduce the height of the new bridge crossing the A1.</p>	<p>The alignment of the bridge crossing has been revised as part of the ongoing development of the Scheme, which has resulted in an optimised location for the bridge. This has reduced the impact of the crossing on the Winthorpe estate and Winthorpe village.</p> <p>With regards to the height of the new bridge crossing the A1 as part of the Scheme design, the clearance beneath the new bridge is very similar to the existing A1/A46 crossing. However, due to the large span of the new bridge required across the A1, the depth is much greater, which raises the road alignment.</p>
14	<p>Requests to alter the speed limits to be different to those proposed as part of the Scheme on the A1133 and Drove Lane.</p>	<p>The speed limits have not been altered on the A1133 and Drove Lane as the Scheme is not altering these local authority highways in a way that requires the speed limits to change.</p> <p>The proposed speed limits for the Scheme are described in Chapter 2 (The Scheme) of the</p>

Table 5-19: Changes not made to the Scheme as a result of consultation

No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
		Environmental Statement (ES) (TR010065/APP/6.1) and illustrated on the Permanent Speed Limit Order Plans (TR010065/APP/2.8).
15	Request to remove all roundabouts from proposed A46 dual carriageway.	Traffic modelling, completed as part of the Transport Assessment (TR010065/APP/7.4), assessed current and future traffic flows. Modelling included the year the Scheme is open to traffic (2028) and 15 years on (2043). The proposed junctions are required to provide local access to the A46 dual carriageway
16	Suggestion to introduce a third lane (with a reduced speed limit), between Farndon and Cattle Market, onto the existing carriageway instead of a dual carriageway design.	Traffic modelling was completed as part of the Transport Assessment (TR010065/APP/7.4). This modelling assessed current and future traffic flows and included the year the Scheme is open to traffic (2028) and 15 years on (2043). Traffic assessment shows that only introducing a third lane on the existing carriageway between Farndon and Cattle Market roundabouts will not provide sufficient capacity or safety improvements.
17	Requests regarding alteration of Scheme design to account for the level crossing at Newark Castle including building a bridge and widening the approach road.	Traffic modelling has tested the existing level crossing train demand and barrier timings in relation to the Scheme design along Great North Road. Future traffic flow forecasts included within the modelling, show that in future years there is increased but not significant delay on the roads approaching the Newark Castle level crossing.
18	Request to include entrance and exit access into Newark Showground from the Friendly Farmer Link Road single carriageway.	As outlined in Chapter 2 (The Scheme) of the ES (TR010065/APP/6.1) and illustrated on Sheets 4 and 6 of the General Arrangement Plans (TR010065/APP/2.5) the access to the Newark Showground will provide a new left turn entrance access from the Friendly Farmer Link Road. The option for an exit at this location was considered but not included in the Scheme design due to safety concerns of road users misusing the exit and turning the wrong way onto the Friendly Farmer Link Road.
19	Request to include a public footpath from Thoroughfare Lane to Winthorpe Roundabout along the west side of the A1133.	A new walking and cycling route is provided between Hargon Lane to Winthorpe Roundabout. This provides the same connectivity as the proposed Thoroughfare Lane route without impacting local farmers and is in a more central location in Winthorpe village.

6 Conclusion

6.1 Compliance with advice and guidance

- 6.1.1 The Applicant has undertaken a consultation process which complies with the Department for Levelling Up (DCLG) guidance on the pre-application process, as well as relevant advice from the Inspectorate.
- 6.1.2 Table 6-1 below sets out how, in accordance with section 50 of the 2008 Act, the Applicant has complied with DCLG guidance in carrying out the pre-application process.

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
17	When circulating consultation documents, developers should be clear about their status, for example, ensuring it is clear to the public if a document is purely for purposes of consultation.	<p>Documents produced as part of the statutory consultation, targeted non-statutory consultation and targeted statutory consultation were clear about their status. Letters issued to section 42 consultees, and materials created to consult the community under section 47, set out that they contained details of the statutory, targeted non-statutory and targeted statutory consultation.</p> <p>Copies of the letters issued to section 42 stakeholders as part of the statutory consultation are provided in Annex H of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>Copies of the statutory consultation materials created to consult the local community under section 47 are provided in Annex J of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>Copies of the letters and materials issued to section 42 and section 47 stakeholders as part of the targeted non-statutory consultation are provided in Annex L of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>A copy of the letter and accompanying Order Limits plan issued to section 42 stakeholders as part of the targeted statutory consultation is provided in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p>
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	The Applicant held an options consultation for the Scheme between 9 December 2020 and 2 February 2021. This consultation gave the local community, businesses, local authorities and prescribed (statutory) consultees the opportunity to provide feedback on the early proposals for the Scheme and inform the preferred route for the Scheme. Chapter 2 of this Report provides more detail about the

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
		<p>options consultation, the feedback received and how it was used. Table 3-2 in this Report provides further details of ongoing engagement between the Applicant and key stakeholders following the PRA, including local authorities, prescribed consultees, community representatives and landowners.</p>
19	<p>The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues.</p>	<p>The Applicant has conducted a thorough consultation process (including an options consultation, statutory consultation and targeted consultation) supported by ongoing stakeholder engagement activity, which has allowed it to identify, consider and, as far as possible, seek to reach agreement on issues likely to arise during the six-month Development Consent Order (DCO) examination.</p> <p>The options consultation set out in Chapter 2 of this Report provided the Applicant with the opportunity to identify and consider issues early in the development of the Scheme.</p> <p>The statutory and targeted consultations set out in Chapter 4 of this Report built on this understanding and further identified and considered issues likely to arise.</p> <p>Annex N of Consultation Report Annexes (TR010065/APP/5.2) includes evidence of how the Applicant has considered issues raised through the statutory and targeted consultations.</p> <p>Where appropriate, the Applicant has undertaken ongoing engagement and prepared Statements of Common Ground (SoCG) with relevant statutory consultees to demonstrate areas of agreement. Further details of this can be seen in Chapter 3 of this Report.</p>
20	<p>Experience suggests that to be of most value, consultation should be:</p> <ul style="list-style-type: none"> • Based on accurate information that gives consultees a clear view of what is proposed including any options • Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed • Engaging and accessible in style, encouraging consultees to react and 	<p>For the options consultation, statutory consultation, targeted non-statutory consultation and the targeted statutory consultation the Applicant provided information using technical expertise and assessments that was correct and available at the time of the Scheme's development, to enable consultees to develop an informed view of the Scheme proposals.</p> <p>Materials produced for the options consultation are provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	offer their views	<p>Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant shared information at an early enough stage to allow the design of the Scheme to be influenced.</p> <p>Evidence of how consultation feedback has changed the Scheme design during its development is provided in Chapter 2, Chapter 4, Chapter 5 of this Report and Annex N of Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant outlined a clear scope for what could be influenced by consultees during each consultation. For the options consultation, this was to provide feedback on two route options.</p> <p>For the statutory consultation, this was to provide feedback on the preliminary design of the Scheme, including the layout of junctions, walking and cycling provision, and environmental impact and mitigation.</p> <p>For the targeted consultation, it was to provide feedback on six proposed changes to the Scheme.</p> <p>A range of methods were used to ensure the consultations were informative, accessible, engaging and suitable for the intended audience. These included a range of publicity methods to promote the consultations, and information presented in a range of consultation materials, in person and online consultation events, as well as individual meetings.</p> <p>Materials produced for the options consultation are provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p>
25	Consultation should be thorough,	The Applicant considers that it has conducted

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	<p>effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example, if there are industry protocols that can be adapted.</p> <p>Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response.</p> <p>Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this.</p> <p>Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>a thorough, effective and proportionate consultation on the Scheme following best practice guidance and its experience in delivering consultation on major road infrastructure projects under the 2008 Act.</p> <p>A consultation period of 55 days was provided for the options consultation. A period of 47 days was provided for the statutory consultation under section 42, section 47 and section 48 of the 2008 Act. A period of 30 days was provided for the targeted consultation. All of these time periods were greater than the 28 calendar days required to be provided for comments, as prescribed by section 45(2) of the 2008 Act.</p> <p>The time periods chosen were considerate, appropriate and proportionate for the type of consultation, the information being presented and the feedback being requested by the Applicant.</p> <p>The time periods are set out within the Materials produced for the options consultation in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant has been conscious of the need to be flexible to respond to the needs and requirements of consultees. The Applicant provided a range of means to respond to the statutory and targeted consultation, including completing a response form online, completing and returning a printed response form and submitting comments by letter and email.</p> <p>The Applicant provided a range of means for consultees to obtain information about the Scheme during the statutory consultation, making information available at deposit locations, in-person consultation events, online, at individual meetings and posting and emailing directly to consultees.</p> <p>During the targeted consultation the Applicant shared information directly with consultees via post and also made the information available online.</p> <p>Further information about these methods can</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
		be seen within Chapter 4 of this Report.
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant’s statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p>	<p>The Applicant has identified and consulted with parties prescribed by section 42, section 43 and section 44, as well as the local community, as prescribed in section 47 of the 2008 Act.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under section 120 of the Planning Act, decisions on those consents can be included within the decision on a DCO. Where an applicant proposes to include non-planning consents within their DCO, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>The Applicant has identified and consulted with parties prescribed by section 42, section 43 and section 44, as well as the local community, as prescribed in section 47 of the 2008 Act.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report. The list of prescribed consultees identified and consulted by the Applicant is provided in Annex G of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Consents and Agreements Position Statement (TR010065/APP/3.3) sets out the consents and associated agreements expected to be required and the intended strategy for obtaining them.</p>
29	Applicants will often need detailed technical input from expert bodies to	The Applicant sought technical input from relevant expert bodies throughout the

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	<p>assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters.</p> <p>Technical expert input will often be needed in advance of formal compliance with the pre-application requirements.</p> <p>Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>development of the Scheme, including Nottinghamshire County Council, Newark and Sherwood District Council, Environment Agency, Natural England, Trent Valley Internal Drainage Board (IDB), Canal and River Trust and Network Rail. This input was provided via individual meetings, group meetings or formal consultation feedback.</p> <p>The Applicant produced a range of technical documents that were made available during the statutory consultation for consultees to review and provide feedback on as part of this technical input process. They included:</p> <ul style="list-style-type: none"> • Preliminary Environmental Information (PEI) Report • Non-Technical Summary of PEI Report • General Arrangement Drawings • Plan and Profile Drawings <p>Details of the engagement that took place can be seen in Chapter 3 of this Report. The list of prescribed consultees (including technical bodies) identified and consulted by the Applicant is provided in Annex G of the Consultation Report Annexes (TR010065/APP/5.2).</p>
38	<p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.</p>	<p>The Applicant engaged with host local authorities to seek expertise on these issues. As prescribed by section 47 of the 2008 Act, the Applicant prepared a Statement of Community Consultation (SoCC) setting out how it proposed to consult with stakeholders that would be affected by the proposed Scheme. The Applicant also set out how it proposed to consult with seldom heard groups.</p> <p>In accordance with section 47 of the 2008 Act, the Applicant consulted the required bodies on the draft SoCC to seek their views on the content of the statement. Chapter 4 of this Report details how and when the Applicant consulted stakeholders on the draft SoCC, the feedback it received and how it had regard to the comments made.</p> <p>Chapter 4 of this Report also provides further information on the commitments made in the SoCC and how the Applicant has complied with those commitments in carrying out the statutory consultation. The final published version of the SoCC is provided in Annex E of the Consultation Report Annexes</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
		(TR010065/APP/5.2).
41	Where a local authority raises an issue or concern on the SoCC which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	The regard the Applicant had to responses received as part of the consultation on the draft SoCC is set out in Table 4-1 in this Report.
50	It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up to date at the time of submission.	To ensure that the Book of Reference (TR010065/APP/4.3) is up to date the Applicant has carried out a refresh of land referencing through land registry prior to submission of the application. The methodology for identifying land interests, as defined in section 42(1)(d) and section 44 of the 2008 Act and captured in the Book of Reference, is detailed in the Statement of Reasons (TR010065/APP/4.1) .
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.	<p>As prescribed by section 47 of the 2008 Act, the Applicant prepared a SoCC setting out how it proposed to consult with stakeholders that would be affected by the proposed Scheme.</p> <p>In accordance with section 47 of the 2008 Act, the Applicant consulted the required bodies on the draft SoCC to seek their views on the content of the statement. Chapter 4 of this Report details how and when the Applicant consulted stakeholders on the draft SoCC, the feedback it received and how it had regard to the comments made.</p> <p>Chapter 4 of this Report also provides further information on the commitments made in the SoCC and how the Applicant has complied with those commitments in carrying out the statutory consultation. The final published version of the SoCC is provided in Annex E of the Consultation Report Annexes (TR010065/APP/5.2).</p>
55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed.</p> <p>Applicants could prepare a short document specifically for local communities, summarising the project</p>	<p>The Applicant provided information during consultations to enable consultees to develop an informed view of the Scheme proposals. The Scheme proposals and matters on which views were sought were summarised for local communities within a consultation brochure for the options consultation and statutory consultation, and a consultation letter for the targeted consultation.</p> <p>The Applicant outlined a clear scope for what</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	<p>proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language.</p> <p>Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	<p>could be influenced by consultees during each consultation. For the options consultation, this was to provide feedback on two route options. For the statutory consultation, this was to provide feedback on the preliminary design of the Scheme, including the layout of junctions, walking and cycling provision, and environmental impact and mitigation. For the targeted consultation, it was to provide feedback on six proposed changes on the Scheme.</p> <p>A range of methods were used to ensure the consultation materials were informative, accessible, engaging and suitable for the intended audience. The Applicant produced consultation information using non-technical language supported by more technical documents. Information was also provided in video format and alternative formats were also available on request.</p> <p>The Applicant made provisions for the translation of the consultation brochure and response form into braille and the four other key languages spoken across the Scheme – Polish, Romanian, Lithuanian and Latvian.</p> <p>Materials produced for the options consultation are provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p>
57	<p>The SoCC should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The SoCC should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</p>	<p>The Applicant included a framework for community consultation in the SoCC, including where details and dates of consultation events would be published.</p> <p>As prescribed in section 47 of the 2008 Act, a section 47 notice was published detailing where the SoCC was available for inspection. This outlined that the SoCC was available on the Scheme’s webpage; printed versions were available at consultation events; and printed versions available to be posted on request.</p> <p>As outlined in Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, Applicants no longer need to place paper copies of the</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
		<p>SoCC at deposit locations in the vicinity of the Scheme.</p> <p>The final published version of the SoCC is provided in Annex E of the Consultation Report Annexes (TR010065/APP/5.2).</p>
58	<p>Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.</p>	<p>The Applicant publicised the proposed Scheme for the statutory consultation under section 48 of the 2008 Act by publishing notices in the following:</p> <ul style="list-style-type: none"> • London Gazette • The Times • Nottingham Post • Newark Advertiser <p>Details of this can be seen in Table 4-8 in this Report. This was the period immediately preceding the beginning of statutory consultation. These notices are provided in Annex K of the Consultation Report Annexes (TR010065/APP/5.2).</p>
68	<p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.</p>	<p>For the options consultation, statutory consultation and targeted consultation, the Applicant shared information at an early enough stage to allow the design of the Scheme to be influenced. Evidence of how consultation feedback has changed the Scheme design during its development can be found in Chapter 2, Chapter 4 and Chapter 5 of this Report and Annex N of the Consultation Report Annexes (TR010065/APP/5.2).</p> <p>The Applicant provided information during consultations to enable consultees to develop an informed view of the Scheme proposals.</p> <p>The Applicant outlined a clear scope for what could be influenced by consultees during each consultation. For the options consultation, this was to provide feedback on two route options. For the statutory consultation, this was to provide feedback on the preliminary design of the Scheme, including the layout of junctions, walking and cycling provision, and environmental impact and mitigation. For the targeted non-statutory consultation, it was to provide feedback on six proposed changes on the Scheme and for the targeted statutory consultation, it was to provide feedback on the Scheme as presented in the previous statutory consultation and subsequent targeted non-</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
		<p>statutory consultation.</p> <p>Materials produced for the options consultation are provided in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>A consultation period of 55 days was provided for the options consultation. A period of 47 days was provided for the statutory consultation under section 42, section 47 and section 48 of the 2008 Act. A period of 30 days was provided for the targeted consultation. All of these time periods were greater than the 28 calendar days required to be provided for comments as prescribed by section 45(2) of the 2008 Act.</p> <p>The time periods chosen were considered appropriate and proportionate for the type of consultation, the information being presented and the feedback being requested by the Applicant. The time periods are set out within the materials produced for the options consultation in Annex A of the Consultation Report Annexes (TR010065/APP/5.2), statutory consultation materials in Annex J of the Consultation Report Annexes (TR010065/APP/5.2) targeted non-statutory consultation materials in Annex L of the Consultation Report Annexes (TR010065/APP/5.2) and targeted statutory consultation in Annex M of the Consultation Report Annexes (TR010065/APP/5.2).</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their SoCC unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the</p>	<p>Following the close of the statutory consultation, the Applicant carried out a targeted non-statutory consultation between 17 March and 16 April 2023, as a result of six proposed changes on the Scheme.</p> <p>Following the close of the targeted non-statutory consultation, the Applicant carried out a targeted statutory consultation between 8 September and 6 October 2023, which sought views on the Scheme as presented during the previous statutory consultation and subsequent targeted non-statutory consultation, from newly identified section</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	<p>need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.</p>	<p>42(1)(d) Category 3 persons with an interest in land.</p> <p>Details of the targeted non-statutory and targeted statutory consultation can be seen in Chapter 4 of this Report.</p>
77	<p>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p>	<p>To ensure that consultation was fair, reasonable and proportionate to all parties, the Applicant identified an area (also referred to as a consultation zone) for the distribution of consultation materials, for both the options and statutory consultations.</p> <p>This area was based on who the Applicant considered to be most affected by the design of the Scheme, considering visibility, noise levels and the proximity of the Scheme to existing properties. The area was also developed to ensure key populations that use the road were included, for example, commuters and tourists who are likely to be impacted by construction and areas that are highly populated, for example, business parks.</p> <p>Further information relating to this for the options and statutory consultations can be seen in Chapter 2 and Chapter 4 of this Report.</p> <p>The views of the relevant local authorities were considered by inviting them to provide feedback on the draft SoCC for the statutory consultation, carrying out regular engagement with them throughout the development of the Scheme and inviting them to provide feedback formally as a prescribed consultee under section 42 of the 2008 Act.</p> <p>Details of the draft SoCC consultation with local authorities is provided in Table 4-1 in this Report. Details of ongoing engagement with the local authorities is provided within Table 3-2. Details of the regard that the Applicant has had to local authority consultation responses is provided in Annex N of the Consultation Report Annexes (TR010065/APP/5.2).</p>
84	<p>A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The Applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or</p>	<p>The Applicant is satisfied that this Report and supporting annexes provide sufficient detail in response to the relevant impacts identified in response to consultation. Details of the regard that the Applicant has had to consultation responses, including those with technical information, is provided in Annex N of the Consultation Report Annexes</p>

Table 6-1: Compliance with DCLG guidance on the pre-application process

Paragraph:	Requirement:	Evidence of compliance:
	whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	(TR010065/APP/5.2) . Further details regarding engagement outside of consultation with key statutory bodies is outlined with Chapter 3 of this report.

6.1.3 Table 6-2 below sets out the Applicant’s compliance with the advice set out in the Inspectorate’s Advice Note 14 in compiling this Report.

Table 6-2: Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice	Evidence of compliance
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.	Chapter 1 of this Report provides an overview of the pre-application process as it relates to this project. Chapter 1 also includes a summary table (Table 1-1) of the options, statutory and targeted consultation activities undertaken in the development of the Scheme.
The Applicant should include a full list of the prescribed consultees as part of the consultation report.	Annex G of the Consultation Report Annexes (TR010065/APP/5.2) provides a list of all prescribed consultees.
A short description of how section 43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	Information showing how the relevant local authorities have been identified is provided in Chapter 4 of this Report.
Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the Book of Reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.	A full list of persons with an interest in land consulted are identified in the Book of Reference (TR010065/APP/4.3) . The list of prescribed consultees identified and consulted by the Applicant is provided in Annex G of the Consultation Report Annexes (TR010065/APP/5.2) . Further details relating to persons with an interest in land, listing the purpose for which compulsory acquisition and temporary possessions powers are sought, is provided in Annex A of the Statement of Reasons (TR010065/APP/4.1) .
It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State’s understanding of the community consultation and provide a context for considering how consultation was	Chapter 4 of this Report sets out the preparation process of the SoCC, in compliance with section 47 of the 2008 Act. The Applicant consulted with each of the

Table 6-2: Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice	Evidence of compliance
<p>undertaken.</p>	<p>relevant local authorities (host and neighbouring) identified within section 43 of the 2008 Act, about the proposed content of the SoCC.</p> <p>A copy of the draft SoCC and emails requesting comments are provided in Annex C of the Consultation Report Annexes (TR010065/APP/5.2). A copy of the responses is provided in Annex D of the Consultation Report Annexes (TR010065/APP/5.2). Local authorities received a total of 28 days to provide comments on the draft SoCC.</p> <p>The final published SoCC contained details of the statutory consultation, including where consultees could find information, response methods and how consultation responses would be used by the Applicant in the development of the Scheme. The final published version of the SoCC is provided in Annex E of the Consultation Report Annexes (TR010065/APP/5.2).</p>
<p>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and Options Consultation separately will assist when it comes to determining compliance with statutory requirements.</p>	<p>Details on the options consultation undertaken and its influence on the Scheme is outlined in Chapter 2 of this Report. Details of the statutory and targeted consultation, and how the outcomes influenced the development of the Scheme, are outlined in Chapter 4 and Chapter 5 of this Report.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text.</p> <p>We advise that applicants group responses under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> • Section 42 prescribed consultees (including section 43 and section 44) • Section 47 community consultees • Section 48 responses to statutory publicity <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>Chapter 5 of this Report provides an analysis of the responses received to the statutory and targeted consultations.</p> <p>Consultation responses were separated by consultee group and then summarised further by the individual topics raised. The Applicant has presented responses in Annex N of the Consultation Report Annexes (TR010065/APP/5.2) and has provided a response to all matters raised and demonstrated the regard had to those matters. The Applicant has grouped the responses in Annex N of the Consultation Report Annexes (TR010065/APP/5.2) in the following consultee categories:</p> <ul style="list-style-type: none"> • Section 42(1)(a) prescribed consultees • Section 42(1)(b) local authorities • Section 42(1)(d) persons with an interest

Table 6-2: Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice	Evidence of compliance
	<p>in land</p> <ul style="list-style-type: none"> • Section 47 community • Section 47 community groups <p>As it is not possible for the Applicant to differentiate between a response under section 47 and a response under section 48, the Applicant has grouped all responses that were not section 42 responses together as section 47 community or section 47 community groups.</p> <p>Annex N of the Consultation Report Annexes (TR010065/APP/5.2) also identifies where changes have been made to the design of the Scheme following the feedback received and where feedback has led to no change. A summary of this can be found in Chapter 5 of this Report.</p>
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>	<p>Annex N of the Consultation Report Annexes (TR010065/APP/5.2) identifies where changes have not been made to the design of the Scheme following the feedback received. A summary of this can be found in Chapter 5 of this Report.</p>

- 6.1.4 The Applicant considers that it has met the statutory requirements of the pre-application process. As set out in Table 1-1 in this Report, the Applicant has undertaken a programme of options, statutory and targeted consultation.
- 6.1.5 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in Table 6-1 and Table 6-2 in this Report supports this direct reference to DCLG guidance and the Inspectorate’s advice on the pre-application process.
- 6.1.6 As well as preparing this Report, the Applicant has set out how it has complied with guidance and advice on consultation in the section 55 checklist, found within the Covering Letter and Schedule of Compliance with Section 55 **(TR010065/APP/1.1)** document submitted with the application.

7 List of annexes

7.1.1 The annexes listed below are found within the Consultation Report Annexes (TR010065/APP/5.2).

ANNEX A:	Options consultation material
ANNEX B:	The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to the Planning Inspectorate and acknowledgement
ANNEX C:	Copy of the draft SoCC and emails provided to local authorities
ANNEX D:	Responses from local authorities to the draft SoCC consultation
ANNEX E:	Published SoCC
ANNEX F:	Cuttings of published section 47 notice
ANNEX G:	List of prescribed consultees identified and consulted
ANNEX H:	Section 42 letters and consultation information <ul style="list-style-type: none">• TR010065/S42(1)(a)/Oct/2022• TR010065/S42(1)(b)/Oct/2022• TR010065/S42(1)(a)/Nov/2022• TR010065/S42(1)(b)/Nov/2022• TR010065/S42(1)(d)Cat1&2/Oct/2022• TR010065/S42(1)(d)Cat3/Oct/2022
ANNEX I:	Section 46 letter and enclosures sent to the Planning Inspectorate
ANNEX J:	Section 47 consultation material
ANNEX K:	Section 48 cuttings of newspaper notices
ANNEX L:	Targeted non-statutory consultation letters and materials
ANNEX M:	Targeted statutory consultation letters and materials
ANNEX N:	Tables evidencing regard had to consultation responses (in accordance with section 49 of the 2008 Act)