

# Think Again. Winthorpe Action Group

## Examination of National Highways' response to the Relevant Representations

### 1. Summary

Whilst the Statement of Common Ground between Think Again and National Highways is a summary of the negotiations relating to our concerns this document, together with our previous Relevant Representation, expand some of the detail relating to these issues.

### 2. Introduction

Many of the issues that Think Again had concerns over have been resolved and are recorded in the Statement of Common Grounds.

There still remain some that are not totally resolved and some of these issues are also relevant to other Interested Parties.

### 3. The Scheme

- a. The scale of the construction in the zone around Brownhills Roundabout, the embankment and the two road bridges will significantly impact residents of Winthorpe in the south of the village. National Highways have explained the reasons for the height and areal extent of the works which, in respect of their current design, are acceptable in engineering terms. However we note that it is also an issue with Nottinghamshire County Council (7.26 SoCG with NCC p12 item 11, REP1-025) and Newark & Sherwood DC (7.30 SoCG with N&SDC p 17 items 11 and 22, REP1-029).

Whilst it remains an issue with other parties, Think Again are reluctant to acquiesce to the current design until all parties are satisfied.

- b. Some issues relating to Active Travel provision are also outstanding. In relation to Winthorpe Footpaths 2 and 3 the route of the PROW from the A17 roundabout to Long Hollow Way (Mastercare site) to Coddington is still undecided. Whilst this is essentially an issue for Notts County Council, Think Again would like to keep this alive pending a sensible resolution. This problem affects a number of parties, such as Newark and Notts Agricultural Society (7.28 SoCG p8 item 2, REP1-027), Lindum Construction (7.24 SoCG p 7 item 1, REP1-023) and Notts County Council (7.26 SoCG p 11 item 8. A simple and sensible solution is available but no action seems to be forthcoming from the parties involved.
- c. The proposed NMU connection between the A17 Long Hollow Way, Friendly Farmer roundabout and Winthorpe roundabout, which will be the Active Travel route from Newark to the Showground and PROW routes north of Drove Lane has been designed as a 3m combined walking and cycling path with 0.5m clearance from the highway. Think again are concerned to improve Active Travel routes in our parish to a standard that will encourage NMU leisure and commuting use and that this route is insufficiently specified. This route is also of concern to Notts County Council (7.26 SoCG p 11 item 8 p 20 item 28, REP1-025). In their Relevant Representation they also express concern over the design of the path along the B6326 Great North Road where they state that Shared Use is not an acceptable design standard for cycling infrastructure. Newark and Notts Agricultural Society, in their Relevant Representation have also suggested that this link path should be designed for cycle use. Think Again have the view that such a major route north out of Newark, allowing commuting and leisure access to the Showground and bridleways north into Lincolnshire should be built to a proper standard.

## 4. Air Quality

We note that all responses to our original concerns regarding Air Quality refer to the Operational phase of the Project.

We seek assurance that live monitoring will take place during the Development phase (estimated to be 3-4 years) to ensure that members of the wider Winthorpe community will not be exposed to potentially harmful particulate matter of any size.

With reference to the earlier response from National Highways:

“The air quality objectives are not assessed at footpath locations as exposure is transient and members of the public are not reasonably expected to spend a length of time commensurate with the air quality objective averaging periods (one hour for NO<sub>2</sub> more than 18 times per year, 24-hour for PM<sub>10</sub> more than 35 days per year and annual mean average for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>) at any single location along a footpath.”

We would point out that some of these footpaths are used on a daily basis throughout the year by children and parents (often with babies in tow) walking to and from Winthorpe Primary School from the west side of the A1.

This amounts to significant exposure times in the vicinity of the Project, both during Development and Operational phases of the project, and as such the public footpaths should be monitored to ensure the air pollutant levels are not exceeded during both phases of the project.

## 5. Cultural Heritage

In our last first Relevant Representation Think Again referred to Winthorpe House and associated Parkland and asked why it had not been scoped in to the study. In their response National Highways responded by referring to Winthorpe Hall, which is a different property. Would it be possible to answer why this asset was not considered, It is close to the proposal scheme.

We recognise that detailed plans do cover noise, light and landscape solutions to ensure that the stretch from Winthorpe roundabout to the Friendly Farmer roundabout (village side) is offered protection

## 6. Noise and Vibration

Paragraph 11.7.3 of Chapter 11 (Noise and Vibration) of the Environmental Statement [APP-055] relates to the effect of the construction process on sensitive noise receptors, several of which are in Winthorpe and are currently severely impacted by noise from the A1. Think Again would like more detailed information on the time scale over which construction noise would affect receptors in Winthorpe.

## 7. Road Drainage and the Water Environment

In our submissions to National Highways and the Planning Inspectorate we have several times referred to the inadequate attention paid to the effects that storm runoff will have within Winthorpe.

In our Relevant Representation (RR-071) we said:-

Winthorpe is the location of two of the watercourses referenced in the Environmental Statement – Chapter 13 Road Drainage and Water Environment, the Slough Dyke and The Fleet. Examination of the plans in Engineering Plans and Sections Part 5 – Drainage

Engineering Plans, reveals that these water courses are the recipients of the proposed road drainage from 40% of the Bypass, from the ECML rail bridge to Winthorpe Roundabout. ....

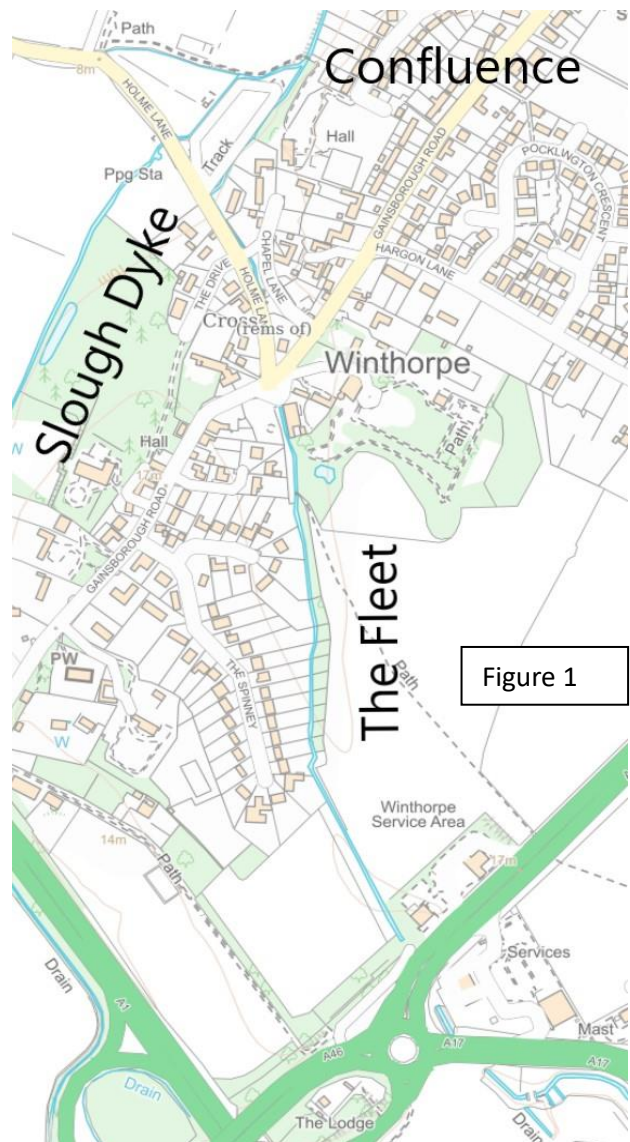
The design and analysis provided in National Highways reports concentrates almost exclusively on the Slough Dyke. The Fleet is only referred to as a geographical feature into which surface water from the road would drain.

Again, in our Relevant Representation we said:-

We would like to first address the geography of these two watercourses and the confusion which arises within the DCO submissions where the names Slough Dyke, Slough Dyke/Fleet, the Fleet, Tributary of the Fleet and Unnamed Watercourse 1 are used randomly.

The Slough Dyke is a river under the management of the Environment Agency, its origin is in the Bowbridge area of Newark and it outfalls to the Trent near Cromwell Weir. The Environment Agency clearly reference it as The Slough Dyke and not as The Fleet. It is proposed that all the road drainage on the west side of the A1 up to the rail bridge will drain to this watercourse.

The Fleet, referred to in the DCO submission as 'Tributary of the Fleet', Unnamed Watercourse 1 and occasionally as the Fleet which is managed by the Trent Valley Internal Drainage Board and referred to by them as 'the Winthorpe Airfield Drain' rises in Coddington and flows via a culvert under the A46 to outfall to the Slough Dyke in Winthorpe. Virtually all of the new road surfaces east of the A1 are scheduled to drain to this water course.



National Highways have acknowledged that the Fleet/ Tributary of the Fleet/ Unnamed watercourse 1 and Winthorpe Airfield Drain are the same. They still have chosen to ignore the hydromorphology of the catchment relating to the road scheme whereby flood water from the road will enter Winthorpe at two different locations as shown here in Figure 1.

In their Response to the Relevant Representations (7.10, REP1-009) they state:-

Whilst the Fleet is considered to be the waterbody from where the Slough Dyke converges with the watercourse (tributary of the Fleet (1) (as referenced in Chapter 13 (Road Drainage and Water Environment) of the Environmental Statement [APP-055]), from a WFD perspective as shown by the Environment Agency Data Catchment this is the 'Slough Dyke Catchment (trib of Trent) waterbody (GB104028053111).'

Referring to the occasional naming of the Slough Dyke between Winthorpe and the Trent outfall as 'The Fleet'.

Figure 2 shows what the Environment Agency considers to be the Slough Dyke catchment, studiously avoiding any hydrological and pollutant inputs from the east of the catchment.



Thus any detailed study of what happens in Winthorpe is avoided.

A possible influence on the omission of deeper study is the clear error in National Highways data gathering whereby they confuse the Fleet, as flows though Winthorpe, with another waterbody, the Fleet Upper Catchment.

In their Response (7.10, REP1-009) they state:-

The catchment of the Fleet Upper (tributary of Trent) (GB104028053430) waterbody does overlap with the study area, but the watercourse itself is located outside the study area (as shown Figure 13.2 (River Waterbody Catchment) of the Environmental Statement [APP-113]). Therefore, the WFD waterbody was screened-out as it was deemed to not be hydrologically linked to the Scheme, and the Slough Dyke WFD catchment was assessed in more detail.

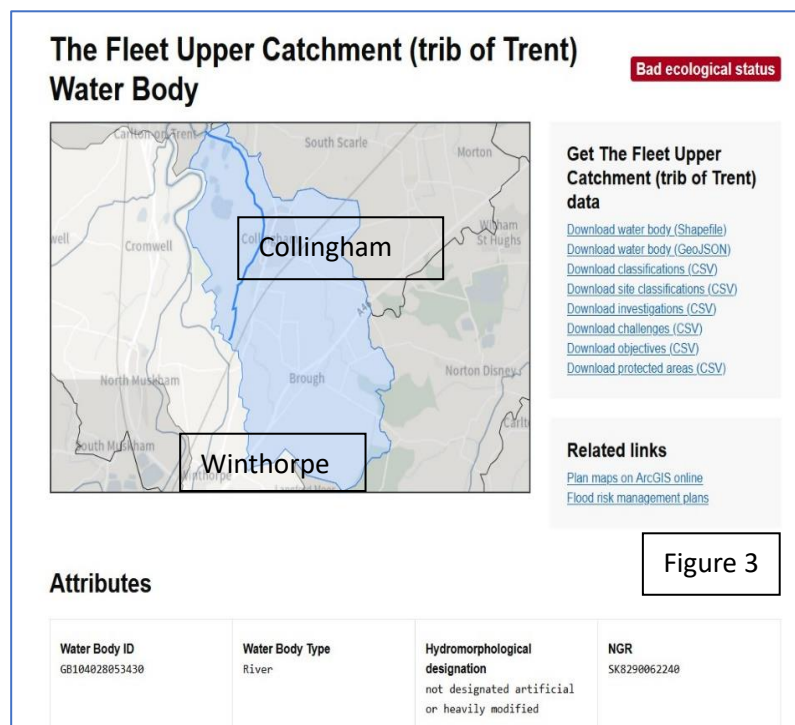
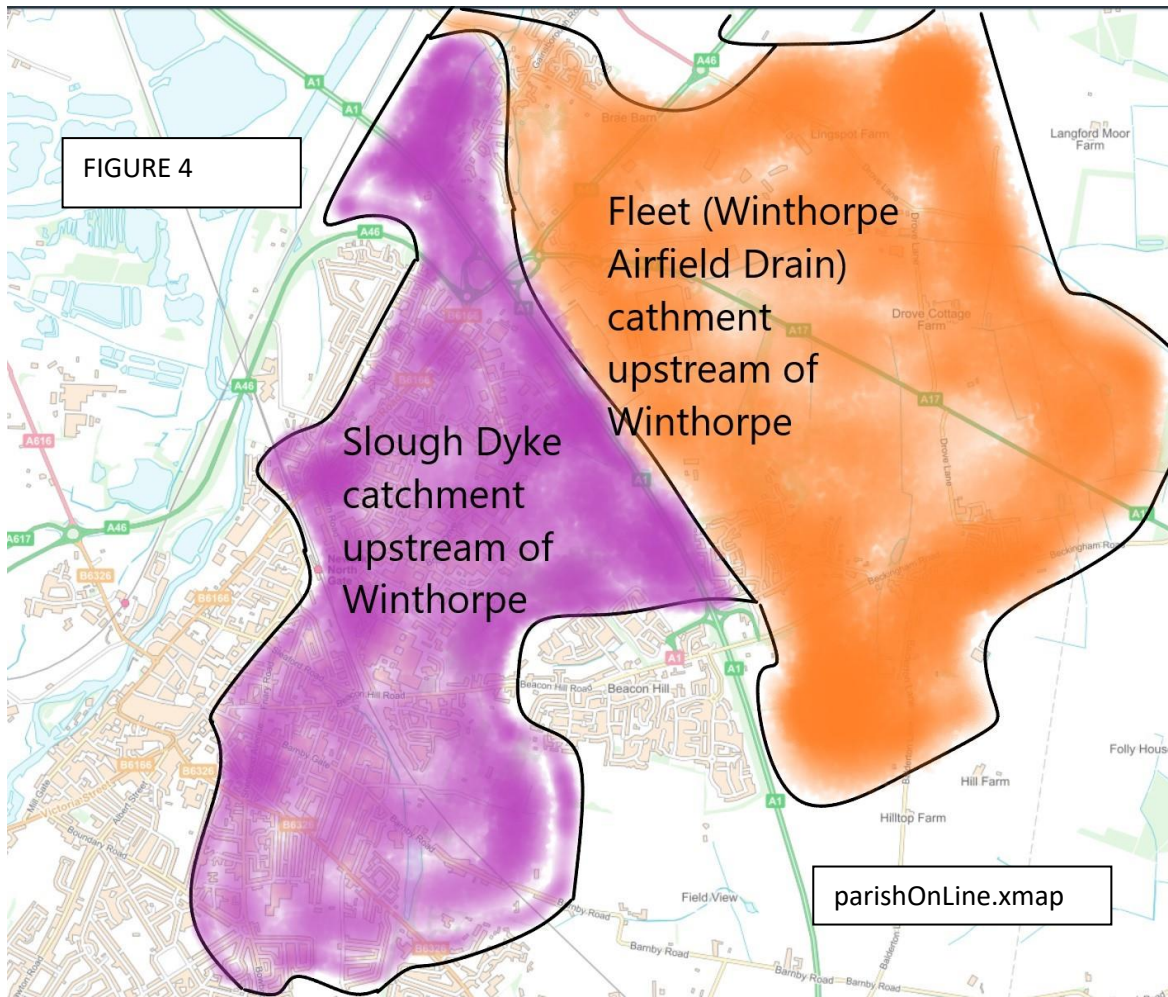


Figure 3



As Figure 3, taken from the Environment Agency Catchment Data Explorer shows, this water body is NOT the Fleet that flows through Winthorpe and thus to 'Screen Out' ours on the basis of this mis-identification is not acceptable.

The impact of any runoff from the Slough Dyke catchment will affect Winthorpe in a much more specific way than that suggested in National Highways' design and analysis. The plan below clearly shows that water flowing into and through Winthorpe comes from two distinct catchments as shown in Figure 4 below.



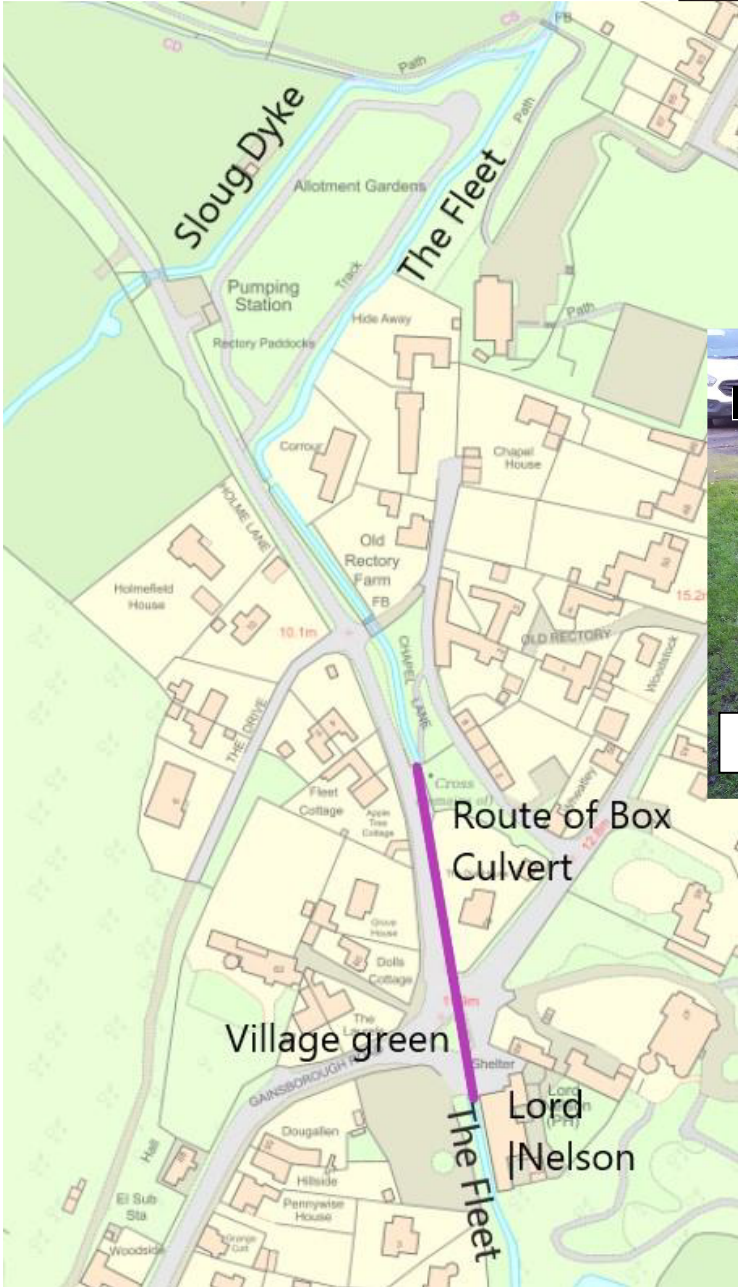
Furthermore, it is the Fleet catchment flows which will cause the most damage in Winthorpe as Figure 1 shows how it is the Fleet which flows through the heart of the village whereas the Slough Dyke follows its north western boundary.

Whilst there would be flood impacts on Holme Lane, including to Severn Trent Water's sewage pumping station, resulting from Slough Dyke flows the worst of any flooding from any storm runoff would be from the Fleet catchment affecting the village centre, including the Lord Nelson public house and Holme Lane.

As this series of images shows not only is the Fleet very shallow in this location but it is constrained to flow under the main village street and for some distance down Holme Lane in a concrete box culvert. The limited flow capacity of this culvert would result in excess flows very easily overflowing the Fleet bank and flooding the Lord Nelson, Holme Lane and the historic properties nearby.



These images show how vulnerable the Lord Nelson public house is to flooding from the Fleet, the village green under which the Fleet is culverted and the intimate relationship between the Fleet and the historic centre of the old village.

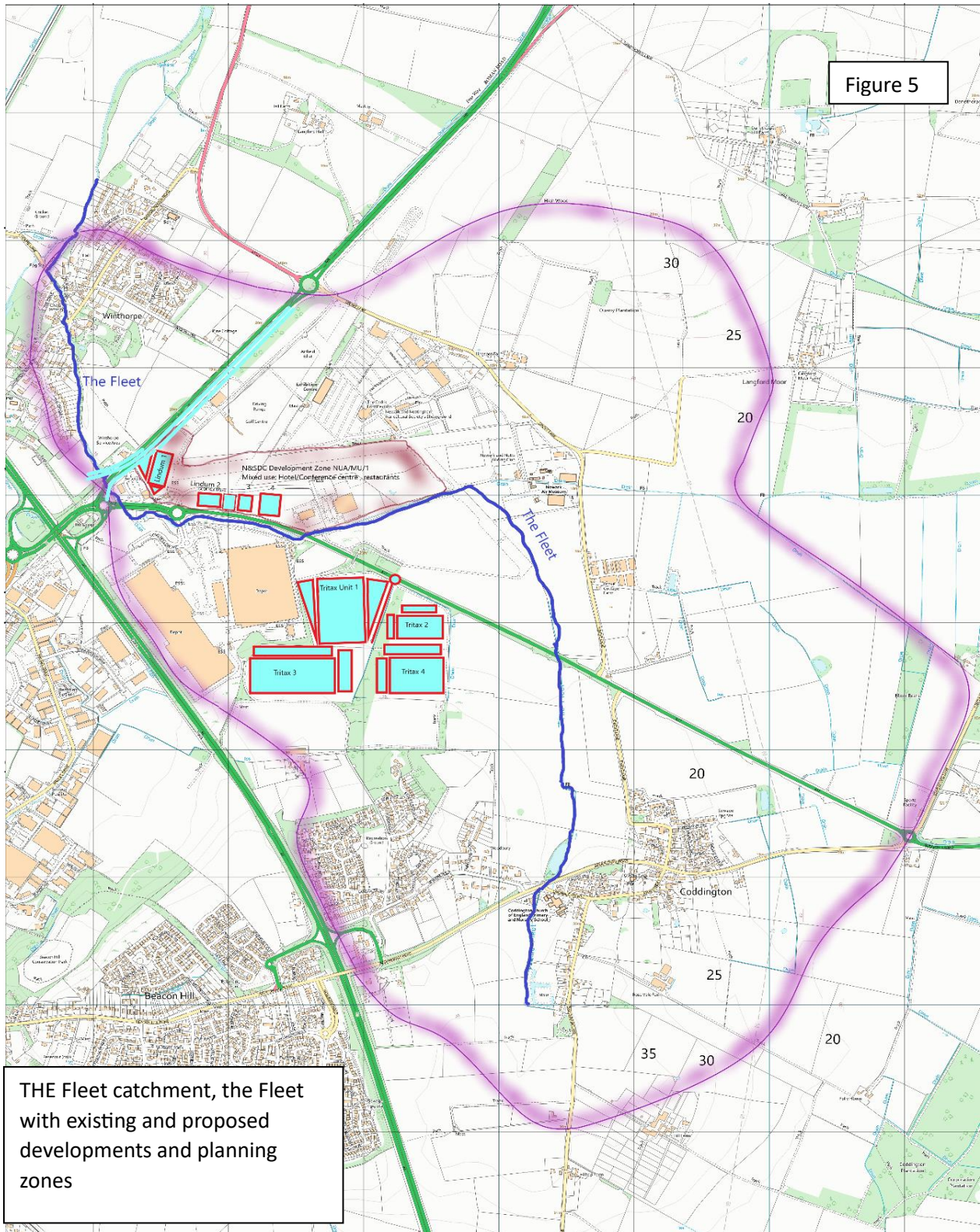


We are extremely concerned about the impact of storm runoff in the Fleet Catchment.



The map below, Figure 5, outlines the catchment of the Fleet from the headwaters on Balderton Road, Coddington to the confluence with the Slough Dyke.

Whilst it is by no means as urbanised as the Newark catchment zone it is rapidly becoming a significant zone of industrial development, with associated roads, roundabouts and HGV manoeuvring area, all of which drain, by one means or another, into the Fleet and on through Winthorpe.



Each new 'Sustainable' feature is being added piecemeal to the Fleet catchment without any overview as to whether there are any combined effects. Indeed it is not clear to us whether the Trent Valley IDB or Notts County Council as the Lead Local Flood Authority has any competence to approve or monitor these drainage schemes. In this way Winthorpe is being affected by a multitude of additional sources of flood water without any comprehensive overview of the holistic risk.

Proposed flooding control from the new road.

National Highways state, in their Response (7.10, REP1-009):-

As indicated within the Drainage Strategy Report [APP-179], attenuation areas outside Flood Zones 2 and 3 will store and attenuate run-off from Q100 storm event plus climate change. All discharged water will therefore be cleaned and discharged at acceptable pollutant levels.

And

Heading north from Nether Lock all attenuation ponds store rainfall run-off for new hard surfacing for a 1 in 100-year Return Period and as stated above do not increase the flows into the Fleet and Slough Dyke.

This approach has been reviewed by the Environment Agency and Nottinghamshire County Council as the Lead Local Flood Authority and both have provided agreement in principle.

But 6.17 Appendix 13.4 (APP-179) Drainage Strategy Report states:-

6.17.4 Due to physical constraints (topography and existing trees) within these catchments it was not possible to attenuate the flows to outfall for the new impermeable area. Attenuation has therefore been provided for equivalent existing highway catchment within O16 which outfalls to the same watercourse at a limited discharge rate.

It is difficult to see how this strategy would work. If the attenuation basin B14 was designed to deal with the 0.01 AEP event with a controlled discharge of 5 l/s max on catchment C25 a given volume of storage would be prescribed. Doubling of the storage volume would merely mean that the pond would not fill up in such an event, it would not, in any way reduce the peak flows into the Fleet.

In this respect it is also worth noting that catchments C23 C24 and C28, with an area of 3.2ha is 2.5 times larger than that draining to outfall O16.

We do not accept that the proposed strategy will, in any way, protect the Fleet from the peak storm flows from this section of road.

In summary we are very concerned that the flooding risk to Winthorpe has been considered in any meaningful way

## 8. Conclusion

Engagement with National Highways through the Statement of Common Grounds process has resolved many issues which will affect Winthorpe. However, some issues remain unresolved and under discussion. This document expands on these remaining unresolved issues, especially in the areas of Active Travel, Air Quality, Cultural Heritage, Noise and Vibration and Road Drainage.