A46 Newark Bypass

TR010065/7.38

7.38 Table of Errata

APFP Regulation 5(2)(a)

Planning Act 2008

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

Volume 6

November 2024

Infrastructure Planning

Planning Act 2008

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

A46 Newark Bypass

Development Consent Order 202[x]

7.38 TABLE OF ERRATA

Regulation Number:	Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010065
Application Document Reference	TR010065/7.38
Author:	A46 Newark Bypass Project Team, National Highways

Version	Date	Status of Version
Rev 1	November 2024	Deadline 2 Submission
Rev 2	November 2024	Deadline 3 Submission

Contents

1 Introduction

1.1 Introduction

1.1.1 This document was originally submitted to support the Applicant's response to the Examining Authority's First Written Questions, Relevant Representations, Nottinghamshire County Council's (NCC) Local Impact Report and Newark and Sherwood District Council's (NSDC) Local Impact Report.

1.1.2 As the Development Consent Order (DCO) Examination progresses, additional updates to this document will be added as required.

1.2 Table of Errata

1.2.1 This Table of Errata has been produced to detail any amendments (including updates) to the Environmental Statement DCO Document Reference Volume 6 and the Transport Assessment DCO Document Reference Volume 7) for the A46 Newark Bypass Scheme (hereafter referred to as 'the Scheme').

1.2.2 This document provides further clarity and amendments to points raised during the Examination process for the Scheme. This document also details any errors or omissions within DCO documents which have been identified through the Examination and provides corrections as appropriate. All changes are outlined in Table 1.1 for the Environmental Statement (Volume 6) and Table 1.2 of Other Documents (Volume 7) below. A strikethrough has been used for text which is now removed from the appropriate document, whilst text in red is new and altered text.

Table 1.1 Corrections to the Environmental Statement (Volume 6)

Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
Responses to Examining Authority's First Round of Written Questions							
6.1.1	APP-053	Chapter 9 (Geology and Soils) of the Environmental Statement	55	6.1.1	Identified by Examining Authority's First Round of Written Questions: Q7.0.1 (a)	Review of syntax	Paragraph 9.11.2 is amended to: The following section ~~provides a description of~~ describes ~~the~~ the likely significant effects upon geology and soils receptors within the Scheme study area during construction. The Scheme would include a range of construction activities ~~that have the potential to result in adverse effects on geology and soils. This includes~~ including site clearance, ~~and~~ demolition works, piling and foundation works for new bridge structures, excavation, and earthworks, which have the potential to result in adverse effects on geology and soils. ~~in order to establish the road foundation (including cuttings, embankments and maintenance access tracks) and also to provide visual screening and noise attenuation. Excavation works for new culverts, drainage systems including attenuation ponds to drain proposed carriageways, extensions of existing culverts, borrow pits and floodplain compensation. Temporary stripping and stockpiling of excavated material. Diversionary and protection works to services and utilities and construction plant movements, including refuelling activities.~~ Section 2.6 of Chapter 2 (The Scheme) of the ES provides further details the construction methodologies identified at the preliminary design stage.
6.1.2	APP-053	Chapter 9 (Geology and Soils) of the Environmental Statement	64	Table 9-9	Identified by Examining Authority's First Round of Written Questions: Q7.0.1 (b)	Table 9-9 of Chapter 9: Geology and Soils of the Environmental Statement [APP-053], several "GS" references are inconsistent with those in Table 2-1 of the First Iteration Environmental Management Plan [APP-184].	Table 9-9 is amended to: Any references to GS10 should be GS7, and any references to GS8 should be GS7
6.1.3	APP-054	Chapter 10 (Material Assets and Waste) of the Environmental Statement	43	10.10.3	Identified by Examining Authority's First Round of Written Questions: Q11.0.1	Incorrect reference to Section number given in paragraph 10.10.3	Paragraph 10.10.3 is amended to: Details on the First and Second Iteration EMPs, including how mitigation is secured within the draft DCO (TR010065/APP/3.1), is provided within Section ~~4.4~~4.3 of Chapter 4 (Environmental Assessment Methodology) of this ES.
6.1.4	APP-054	Chapter 10 (Material Assets and Waste) of the Environmental Statement	11	10.3.43 and footnote 21	Identified by Examining Authority's First Round of Written Questions: Q11.0.2	The consultation version of 2021 Waste prevention programme for England to be replaced with the published version.	Paragraph 10.3.43 is amended to: Waste Prevention Programme for England ~~- Consultation Version, 2021~~ 2023 ~~The revised Waste Prevention Programme will help embed the five principles outlined in the Resources and Waste Strategy by setting out steps towards:~~ ~~• Transforming product design and supporting factors such as spare part provision~~ ~~• Making it easier for consumers to make sustainable purchasing decisions~~ ~~• Using extended producer responsibility and other financial incentives to ensure the polluter pays principle is embedded~~ ~~• Aligning the regulatory framework with a circular economy approach~~ ~~• Integrating the strategic principles into industrial policy and giving first movers the recognition they deserve~~ The key goals for the Waste Prevention programme includes: • Designing out waste. • System and services to include collection and take-back services, encouraging reuse, repair, leasing business and

Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
							facilities • Data and information including materials databases, product passport and voluntary corporate reporting. Footnote 21 is amended to: ~~Department for Environment Food and Rural Affairs (2019) Resources and waste strategy: at a glance [online].Available at: Resources and waste strategy: at a glance - GOV.UK (www.gov.uk) (Last accessed December 2023).~~ Department for Environment, Food & Rural Affairs (2023) The Waste Prevention Programme for England – Maximising Resources, Minimising Waste. [online] Available at: The waste prevention programme for England: Maximising Resources, Minimising Waste - GOV.UK Accessed October 2024.
6.1.5	APP-054	Chapter 10 (Material Assets and Waste) of the Environmental Statement	17	10.3.58	Identified by Examining Authority's First Round of Written Questions: 11.0.5	Incorrect reference to waste local plan	The last sentence in paragraph 10.3.58 is amended as: The new waste ~~management~~local plan is expected to be adopted by ~~July 2023~~ late Spring/early Summer 2025.
6.1.6	APP-129	Appendix 5.2 SATURN Traffic Data Report of the Environmental Statement Appendices	20	Table 1-1 Traffic data for the Affected Road Network	Identified by Examining Authority's First Round of Written Questions: Q2.0.2	Two way traffic flows incorrectly stated for two modelled links.	The traffic flows for Figure IDs 385 and 386 for the Base year are amended to: Base year AADT - ~~19,533~~ 37,077 Base year HDV - ~~2,318~~ 4,753
6.1.7	AS-021	Chapter 5: Air Quality of the Environmental Statement	20	Paragraph 5.5.29	Identified by Examining Authority's First Round of Written Questions: Q2.0.2	Incorrect reference to Transport Assessment Appendix	Committed developments with potential to generate traffic have been incorporated into the traffic model developed for this Scheme. Discussion of committed developments included within the traffic model is presented within Appendix A ~~D~~ of the Transport Assessment (TR010065/APP/7.4).
6.1.8	APP-175	Appendix 12.2 Population and Human Health Supplementary Information of the Environmental Statement Appendices	8	Table 1-7	Identified by Examining Authority's First Round of Written Questions: Q13.0.19	Inconsistency in status of footpath usage between Chapter 12 and Appendix 12.2	Newark FP14, Permanent closure, Closed in enabling works, ~~Crossing is not currently used due to safety hazards associated with crossing the A46.~~ Foot traffic diverted along Kelham Road and Great North Road and utilise the route of the existing Trent Valley Way. *Please note that this correction has been addressed within the updated Appendix 12.2 (Population and Human Health Supplementary Information) submitted at Deadline 3 of the examination.*
6.1.9	APP-058	Chapter 14: Climate of the Environmental Statement	11	Paragraph 14.3.47	Identified by Examining Authority's First Round of Written Questions: Q4.0.1	Clarification around completion of a sentence. A format error has changed a bullet point into a sentence.	14.3.47 This Publicly Available Specification (PAS) includes requirements for all value chain members to show the right leadership and to establish effective governance systems for reducing whole life carbon through the use of a carbon management process. The individual value chain requirements in the carbon management process are structured around the following components: • Setting appropriate carbon reduction targets • Determining baselines against which to assess carbon reduction performance • Establishing metrics (eg Key Performance Indicators) for credible carbon emissions quantification and reporting • Selecting carbon emissions quantification methodologies (to include defining boundaries and cut off rules) • Reporting at appropriate stages in the infrastructure work stages to enable visibility of performance • Continual improvement of carbon management and performance. ~~14.3.48 Continual improvement of carbon management and performance.~~

Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
6.1.10	APP-058	Chapter 14: Climate of the Environmental Statement	23	Paragraph 14.8.6	Identified by Examining Authority's First Round of Written Questions: Q4.0.1	Publication of the final statement of the third carbon budget in May 2024 means the text is outdated.	~~The BEIS projections show that the Third Carbon Budget is very likely to be achieved with headroom of approximately 26 MtCO2e. However, the projections show shortfalls for the Fourth Carbon Budget and Fifth Carbon Budget of 188 MtCO2e and 253 MtCO2e respectively.~~ The Final statement for the third carbon budget, confirmed that the third carbon budget had been met and overperformed with emissions in this period being 15% lower than the cap. In addition, provisional data indicates that the UK is on track to achieve the fourth carbon budget.
6.1.11	APP-058	Chapter 14: Climate of the Environmental Statement	23	Table 14-3	Identified by Examining Authority's First Round of Written Questions: Q4.0.9	Clarification on the inclusions within the specified categories.	Use stage - Maintenance (module B2), Repair (B3), Refurbishment (B4) and Replacement (B5) ~~The production, transportation (to and from the site) and end of life processing of all materials required for preventative maintenance. The electricity, fuel and water for regular preventative maintenance.~~ The emissions associated with material use, transportation of materials to site and the construction activities for planned maintenance, repair, refurbishment and replacement. These categories have been combined for simplicity within the reporting and are referred to as maintenance within this report.
6.1.12	APP-058	Chapter 14: Climate of the Environmental Statement	23	Paragraph 14.9.6	Identified by Examining Authority's First Round of Written Questions: Q4.0.15	Clarification on terminology around road user impacts.	This impact could be caused by GHG released by: • Changes in total distance travelled by vehicles, vehicle distributions and speed limits • Maintenance activities • Energy usage for Scheme operation • Reduced carbon sequestration from land-use change
6.1.13	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	54	Table 12-12	Identified by Examining Authority's Written Question, Reference 13.0.1	Mather Road has been incorrectly written as 'Mathers Road' in Table 12-12 of the ES.	Community assets on Mather~~s~~ Road - Kings Waterside and Marina *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.14	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	46	Table 12-11	Identified by Examining Authority's Written Question, Reference 13.0.1	Area of temporary possession incorrectly stated as 2.7 hectares	The creation of the new access route to Langford Hall will temporarily require the use of 2.2~~7~~ hectares of land from Farm 14 for approximately 36 months. This represents 13~~5~~% of this landowner's 17.2 hectares of farmland within the LIA. *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.15	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	23	12.8.2	Identified by Examining Authority's Written Question, Reference 13.0.3	The phrase 'with planning permission' has been included in error	12.8.12 The following development sites were identified within the LIA: • Three employment ~~sites with planning permission~~ allocations • Four housing allocations ~~sites with planning permission~~ • Two mixed use allocations • A proposed solar panel farm and battery energy storage system site • The transport Scheme, Newark-on-Trent Flyover, which is supported by Policy 7 in the Amended Core Strategy (2019) *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.16	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	32, 50, 53, 55, 58, 67, 72	12.10.2, 12.10.4, Table 12-12, Table 12-13, Table 12-15	Identified by Examining Authority's Written Question, Reference 13.0.7	Reference to the Construction Communications Management Plan was inconsistent / incorrect throughout the report	Paragraph 12.10.2 within Chapter 12 (Population and Human Health) of Environmental Statement (APP-056) is amended to: ... * A Construction Communications Management Plan would be prepared for the Scheme to ensure stakeholders and local people are kept up to date and informed during construction.

Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
							Paragraph 12.10.4 within Chapter 12 (Population and Human Health) of Environmental Statement (APP-056) is amended to: As noted above, a Construction Communications Management Plan will ensure that local people and businesses will be engaged with and kept abreast (including bus companies) about how construction may impact them, for example through road diversions. Four instances within Table 12-12 within Chapter 12 (Population and Human Health) of Environmental Statement (APP-056) are amended to: As outlined in Section 12.10, local people and businesses will be engaged with through the use of the Construction Communications Management Plan about how construction may impact them, for example through road diversions. Table 12-13 within Chapter 12 (Population and Human Health) of Environmental Statement (APP-056) is amended to: As outlined in Section 12.10, local people and businesses will be engaged with through the use of the Construction Communications Management Plan about how construction may impact them, for example through road diversions. Table 12-15 within Chapter 12 (Population and Human Health) of Environmental Statement (APP-056) is amended to: As outlined in Section 12.10, local people and businesses will be engaged with through the use of the Construction Communications Management Plan about how construction may impact them, for example through road diversions. *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.17	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	32	12.10.2	Identified by Examining Authority's Written Question, Reference 13.0.10	Education, Employment and Skills Plan incorrectly considered a mitigation measure. This should be an enhancement measure.	Mitigation measures during construction are included or referenced within the First Iteration Environmental Management Plan (EMP) (TR010065/APP/6.5) which will be developed into a Second Iteration EMP for implementation during construction of the Scheme. A Construction Communications Management Plan, ~~an Education, Employment and Skills Plan~~ and an Inclusion Action Plan will also be prepared in full as part of the Second Iteration EMP prior to construction commencing. Details on the First and Second Iteration EMPs, including how mitigation is secured within the draft DCO (TR010065/APP/3.1), is provided within Section 4.4 of Chapter 4 (Environmental Assessment Methodology) of this ES. Mitigation measures of relevance to population and human health during construction include the following: *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.18	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	33	12.10.7	Identified by Examining Authority's Written Question, Reference 13.0.10	Education, Employment and Skills Plan incorrectly considered a mitigation measure. This should be an enhancement measure.	The following enhancement measures for the construction and operation of the Scheme have been included in the design: □ Opportunities to rectify existing severance problems in the area and encourage greater use of WCH routes. □ Access in and around new junctions to accommodate walking, cycling and horse-riding as required. □ Education, Employment and Skills Plan *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.1.19	APP-046	Chapter 2: The Scheme of the Environmental Statement	28	2.5.59	Identified by Examining Authority's Written Question, Reference 14.0.1	Spelling error	This footpath crosses the existing A46 from north to south via an uncontrolled crossing.
6.1.20	APP-046	Chapter 2: The Scheme of the Environmental Statement	79	2.6.110	Identified by Examining Authority's Written Question, Reference 14.0.1	Spelling error	Night-time lane closures on the roundabout would be used to clear the vegetation and remove existing infrastructure such as CCTV masts and lighting columns.
Response to Relevant Representations							

Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
6.2.1	APP-138	Appendix 7.3 (Key Visual Receptor Photographs and Photomontages Part 1) of the Environmental Statement Appendices	16	Viewpoint 18: View north-west from Newark Castle representative of views for visitors to the castle and gardens	Identified by NSDC in RR-048	Spelling error	Applicant confirmed in response to relevant representations that the label on Viewpoint 18 should read "Staythorpe Power Station", not "~~Stanhope Power Station~~".
6.2.2	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	60	Table 12-12	Identified by CRT in RR-009	Table 12-12 should state that the path at the end of Newark BW5 leads to a dead end at the Nottingham to Lincoln Railway Line and is not an official public right of way	Sensitivity: Medium - The path at the end of Newark BW5 leads to a dead end at the Nottingham to Lincoln Railway Line and is not an official public right of way. However, the survey data does indicate that this path is used frequently by recreational users. ~~The location of the footpath suggest the route is primarily used for recreational purposes.~~ The survey results observed 48 users over two days, with 41 users on the weekend. Description of impact: Construction activities at the Nether Lock Viaduct will temporarily restrict access to the path for the duration of the construction period. During this time, the path will be closed and inaccessible for all users, except those authorised to operate and maintain the hydroelectric power station at Nether Weir. ~~Users of this footpath may experience some difficulties in access issues due to an increased construction presence at Nether Lock Viaduct, although access will be maintained throughout.~~ Magnitude: Negligible - While the path will be inaccessible throughout the construction period, there is an alternative walking route (namely BW5) in the vicinity offering longer walking routes for recreational users. ~~No change - Access will be maintained and users will experience minimal delays in their journey~~ *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.2.3	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	36	Table 12-11	Identified by Shell U.K. LTD in RR-065	Table 12-11 should state that 0.07 hectares of land will be permanently acquired from Shell to facilitate the realignment of the access route to the filling station.	Description of impact: ~~The Shell Garage at Winthorpe Roundabout is not within the Order Limits and no land is required to facilitate the A46 upgrades.~~ 0.07 hectares of land will be permanently acquired from Shell to facilitate the realignment of the access route to this filling station. Access to the filling station will be maintained throughout the construction period *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.2.4	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	36	Table 12-11	Identified by Shell U.K. LTD in RR-065	The magnitude of this impact has incorrectly been stated as no change. This should be negligible as the loss of land does not compromise overall viability of the business. The significance of this effect remains neutral (not significant).	Magnitude of impact: ~~No change – No land is required from the Shell garage to facilitate the A46 upgrades.~~ Negligible – As access will be maintained, the loss of land does not compromise overall viability of the business. *Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.*
6.2.5	APP-056	Chapter 12: Population and Human Health of the Environmental Statement	56	Table 12-12	Identified by Shell U.K. LTD in RR-065	Impact on Shell garage during construction. The significance of this effect remains neutral (not significant).	Description of impact: ~~Construction activities at Friendly Farmer Roundabout at Brownhills junction may have some impact on access to Shell Garage or Esso Garage, due to increased construction activity. However, main construction routes to the north east of the roundabout are located behind the Esso Garage which should limit impacts on access.~~The realignment of the access route off the A46 to the Shell petrol station will temporarily affect access into the petrol station from the A46. A one-way system will be implemented, with access to the filling station provided via the A17. The existing A46 exit will be built in stages in order to maintain its use throughout the construction period, with an overnight closure for the final surface course. Magnitude: ~~Negligible - Access will be maintained and any impact on customers as a result of increased traffic is likely to be minimal.~~ Minor- Severance has been introduced however adequate access has been provided throughout the construction period. Significance of residual effect: ~~Neutral~~Slight Adverse (not significant)

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							Please note that this correction has been addressed within the updated Chapter 12 (Population and Human Health) submitted at Deadline 3 of the examination.
Response to Local Impact Reports							
6.3.1	APP-050	Chapter 6: Cultural Heritage of the Environmental Statement	60	Paragraph 6.11.9	Newark & Sherwood District Council's Local Impact Report, Reference 11.14	Error relating to an asset being outside the Draft Order Limits, when in fact it is within the Draft Order Limits	The grade II section of Causeway Arches 650m north-west of the level crossing (MM141) (also known as Smeaton's Arches) lies ~~outside of~~ within the Order Limits ~~but~~ and will be impacted by the presence of construction machinery within close proximity of the asset which will give rise to noise, movement, dust and light pollution, arising from the works proposed to the Cattle Market Roundabout, and the rebuilding of the adjacent section of arches, will adversely impact on the heritage value of the asset.
6.3.2	APP-051	Chapter 7 Landscape and Visual Effects of the Environmental Statement	18/19	Paragraph 7.7.3	Identified within Newark & Sherwood District Council's Local Impact Report, Reference 8.7	Noted that the last sentence of this paragraph is repeated. Clarification on whether this is referring to visual receptors is required from the applicant as built form and existing vegetation would also limit the extent of visibility of the Scheme from visual receptors at this distance.	7.7.3 The study area for the landscape assessment has been determined as 2 kilometres from the Scheme alignment, as shown in Figures 7.1 to 7.3 of the ES Figures (TR010065/APP/6.2). It is not considered that significant effects upon landscape character and visual amenity would be likely beyond this distance due to the intervening built form and existing vegetation. ~~It is not considered that significant effects upon landscape character would be likely beyond this distance due to the intervening built form and existing vegetation.~~
6.3.3	APP-140	Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices	11	Section 3.1.2	Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.14	Amendment suggested by Nottinghamshire County Council	3.1.2 Activities that can cause damage to tree roots include: - Excavation and/or trenches
6.3.4	APP-140	Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices	11	Section 3.1.3	Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.15	Amendment suggested by Nottinghamshire County Council	3.1.3 Activities that can cause damage to tree stems and crowns include:
6.3.5	APP-140	Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices	12	Section 3.2.2	Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.17	Amendment suggested by Nottinghamshire County Council	3.2.3 The RPA represents the minimum area that should be retained undisturbed around a tree or trees for the avoidance of an unacceptable degree of root disturbance. The required RPA of a tree is calculated and typically plotted as a circle (or where appropriate as a ~~square~~ polygon of equivalent area) to determine constraints or the location of the protective barrier. In certain circumstances the actual shape of this area may then be adjusted to take account of local topography or any existing site features that may serve as restrictions to 'normal' root development
6.3.6	APP-140	Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices	16	Table 4-2	Identified in Nottinghamshire County Council's Local Impact Report	Addition suggested by Nottinghamshire County Council	Table 4-2 should state that a total of 63 arboricultural features (i.e. an individual tree, tree group, woodland or hedge) protected by either TPO or CA status, will be impacted by the Scheme (impacts include felling, partial felling (groups) or pruning works).

<table>
<tr><th>Reference no.</th><th>APP NO.</th><th>Document</th><th>Page no.</th><th>Paragraph/ Table/ Figure</th><th>How was change identified</th><th>Reason for amendment to the Environmental Statement</th><th>Correction</th></tr>
<tr><td>6.3.7</td><td>APP-140</td><td>Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices</td><td>54</td><td>Section 5.5.1</td><td>Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.26</td><td>Omission from document - additional reference required to enhance strength of recommendation</td><td>5.5.1 Excavation works within the RPA of trees T038, T136, and T139 must be carried out with supervision from a competent arboriculturist and in accordance with the recommendations in BS 5837:2012 (7.2 and 7.7).</td></tr>
<tr><td>6.3.8</td><td>APP-140</td><td>Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices</td><td>52</td><td>Section 5.1.4</td><td>Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.32</td><td>Incorrect reference to pipeline included in text</td><td>Protective barriers will ensure that construction can be undertaken without intruding into the RPA, remaining in place until the proposed construction ~~of the pipeline~~ and its associated enabling works has been completed.</td></tr>
<tr><td>6.3.9</td><td>APP-140</td><td>Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices</td><td>60-135</td><td>Tree Survey Schedule: Appendix Table C-1 and Appendix Table D-1</td><td>Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.40</td><td>Botanical/scientific names of species were not originally included within the Tree Survey Schedule</td><td>‘Species’ column should include the botanical/scientific names of species alongside the common names as follows:
<table>
<tr><th>Common name</th><th>Botanical/scientific name</th></tr>
<tr><td>Apple spp.</td><td>Malus spp.</td></tr>
<tr><td>Blackthorn</td><td>Prunus spinosa</td></tr>
<tr><td>Common lime</td><td>Tilia x europaea</td></tr>
<tr><td>Common ash</td><td>Fraxinus excelsior</td></tr>
<tr><td>Corsican pine</td><td>Pinus nigra var. maritima</td></tr>
<tr><td>Crack willow</td><td>Salix fragilis</td></tr>
<tr><td>Common elder</td><td>Sambucus nigra</td></tr>
<tr><td>Common hawthorn</td><td>Crateagus monogyna</td></tr>
<tr><td>Common hazel</td><td>Corylus avellana</td></tr>
<tr><td>Common horse chestnut</td><td>Aesculus hippocastanum</td></tr>
<tr><td>Common alder</td><td>Alnus glutinosa</td></tr>
<tr><td>Common holly</td><td>Ilex europeae</td></tr>
<tr><td>Cedar of Lebanon</td><td>Cedrus libani</td></tr>
<tr><td>Downy birch</td><td>Betula pubescens</td></tr>
<tr><td>Silver birch</td><td>Betula pendula</td></tr>
<tr><td>European beech</td><td>Fagus sylvatica</td></tr>
<tr><td>English elm</td><td>Ulmus procera</td></tr>
<tr><td>Field maple</td><td>Acer campestre</td></tr>
<tr><td>Flowering cherry</td><td>Prunus ssp</td></tr>
<tr><td>Wild cherry</td><td>Prunus avium</td></tr>
<tr><td>Goat willow</td><td>Salix caprea</td></tr>
<tr><td>Willow spp</td><td>Salix ssp</td></tr>
<tr><td>Grey poplar</td><td>Populus canescens</td></tr>
<tr><td>Hybrid black poplar</td><td>Populus nigra x deltoides</td></tr>
<tr><td>Hornbeam</td><td>Carpinus betulus</td></tr>
<tr><td>Norway maple</td><td>Acer platanoides</td></tr>
<tr><td>Pedunculate oak</td><td>Quercus robur</td></tr>
</table></td></tr>
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Reference no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to the Environmental Statement	Correction
							<table><tr><td>Turkey oak</td><td>*Quercus cerris*</td></tr><tr><td>Rowan</td><td>*Sorbus aucuparia*</td></tr><tr><td>Sycamore</td><td>*Acer pseudoplatanus*</td></tr><tr><td>Scots pine</td><td>*Pinus sylvestris*</td></tr><tr><td>Swedish whitebeam</td><td>*Sorbus x intermedia*</td></tr><tr><td>Sweet chestnut</td><td>*Castanea sativa*</td></tr><tr><td>Yew</td><td>*Taxus baccata*</td></tr></table>
6.3.9	APP-140	Appendix 7.4 Arboricultural Impact Assessment of the Environmental Statement Appendices	88	Appendix C	Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.39	Amendment suggested by Nottingham City Council	5.5.2 Unless otherwise agreed by the supervising arboriculturist, excavation of the top ~~600mm~~1m of soil within the RPA of retained trees should be carried out using hand tools or compressed air e.g. Air-Spade or vacuum excavation.
6.3.11	APP-052	Chapter 8 Biodiversity of the Environmental Statement	85	8.9.37	Identified in Nottinghamshire County Council's Local Impact Report, Reference 6.58	Amendment suggested by Nottingham City Council	One veteran tree, currently with a canopy clearance of 4.5 metres in height pre-construction, will undergo a crown lift during construction. Following his initial crown lift, it is anticipated that crown clearance management will be minimal during operation, as a low frequency of vehicles will use the maintenance track annually.
Responses to NSDCs Responses to Examining Authority's First Round of Written Questions							
6.4.1	REP2-050	Chapter 8 Biodiversity of the Environmental Statement	103	8.11.9	Identified within Newark & Sherwood District Council's Responses to ExQ1, Reference Q3.0.4	The wording states that the residual effect is 'during construction', which is an error. It should state that 'with mitigation in place there will be a Slight adverse effect over the long term, with the woodland taking 15 years to establish as a functioning woodland and 30 years to meet the expected condition for 'lowland mixed deciduous woodland'	Following the establishment of compensation planting, once secured, (detailed in Section 8.10 (Design, mitigation, compensation and enhancement measures) of this Chapter), this will lead to a Slight Adverse effect ~~during construction~~ over the long term, with the woodland taking 15 years to establish as a functioning woodland and 30 years to meet the expected condition for 'lowland mixed deciduous woodland' that is not significant.

Table 2.1 Corrections to Other Documents (Volume 7)

ExA Question no.	APP NO.	Document	Page no.	Paragraph/ Table/ Figure	How was change identified	Reason for amendment to Application Document	Correction
Responses to Examining Authority's First Round of Written Questions							
7.1.1	APP-193	Transport Assessment Report	61	Table 6-2	Identified by Examining Authority's First Round of Written Questions: Q14.0.11	Values in Table 6-2 incorrectly stated. These have been updated to reflect those shown in Figure 6-1.	A1 Beacon Hill Rd and A46 53,000 (7,100) 50,500~~29,300~~ (7000) -2,500~~23,700~~ (-100) -5~~45~~% (-1%)
7.1.2	APP-193	Transport Assessment Report	33	3.3.53	Identified by Examining Authority's First Round of Written Questions: Q14.0.1	Paragraph updated to clarify speed limit changes.	The A46 is designed as a dual carriageway with a national speed limit between Farndon and Cattle Market roundabouts and a 50-mph speed limit between Cattle Market and Winthorpe roundabouts, with additional changes…
7.1.3	APP-193	Transport Assessment Report	73	6.4.13	Identified by Examining Authority's First Round of Written Questions: Q14.0.2	Paragraph updated to clarify reference to the A617-A17 corridor and the forecast year.	There is forecast to be minimal change to journey times on the A617-A17 corridor between Ollerton Road and Drove Lane as a result of the Scheme in 2028~~2023~~.
7.1.4	APP-190	Case for the Scheme	50	Table 3-5	Identified by Examining Authority's First Round of Written Questions: Q14.0.6	Table 3-5 title updated to provide further clarification	Table 3-5 Major development sites in and around ~~within~~ Newark-~~up~~on-Trent
7.1.5	APP-190	Case for the Scheme	50	Table 3-5	Identified by Examining Authority's First Round of Written Questions: Q14.0.6	Paragraph updated to provide further clarity.	~~Catering for up to 3,000 people, the~~ Newark Showground is a major conference, exhibition and hospitality venue located to the north-east ~~infrastructure~~ of Newark-on-Trent, generating significant traffic ~~bringing important~~ flows during its 500 annual events. It provides 8,000 free parking spaces and connects to the A46 and the A17. Most of the major events are held when traffic flows~~counts~~ are at their lowest, i.e. during the weekend and during summer.
7.1.6	APP-190	Case for the Scheme	51	Table 3-5 (first column)	Identified by Examining Authority's First Round of Written Questions: Q14.0.6	Spelling error	Witham~~William~~ St Hughs Development
7.1.7	APP-193	Transport Assessment		Paragraph 5.5.29	Identified by Examining Authority's First Round of Written Questions: Q2.0.2	The cross reference stated in the Chapter should refer to Appendix A of the Transport Assessment Report [APP-193] rather than Appendix D (i.e. the Combined Modelling and Appraisal Report (ComMA)).	Committed developments with potential to generate traffic have been incorporated into the traffic model developed for this Scheme. Discussion of committed developments included within the traffic model is presented within ~~Appendix D~~ Appendix A of the Transport Assessment (TR010065/APP/7.4).
7.1.8	APP-193	Transport Assessment		Paragraph 6.4.18	Identified by Examining Authority's First Round of Written Questions: Q4.0.15	Paragraph amended to clarify that there is an increase in total vehicle kilometres following the introduction of the Scheme.	In summary, the traffic model indicates that ~~whilst~~ the Scheme is likely to result in additional traffic using the network.~~, a~~ Average delay and journey times between Lodge Lane (south of Farndon roundabout) and Brough Lane (north of Winthorpe roundabout) are forecast to reduce as a result of the Scheme.
7.1.9	APP-193	Transport Assessment	7	Table 1-1 "Connectivity "	Identified by Examining Authority's First Round of Written Questions: Q14.0.5	Paragraph amended at suggestion of ExA to add clarity	The Scheme would help support the delivery of planned new housing and employment growth within Newark-On-Trent. For example, the Newark Business Park represents a significant part of Newark-on-Trent's planned growth but is currently considered to be limited ~~in its development~~ by the ~~lack of~~ available capacity at Brownhills roundabout. This TA indicates that delays at Brownhills roundabout are notably reduced in the AM and PM peaks due to the new layout of the A46 mainline which bypasses this section of the network. There are also a number of housing development sites identified within the Newark and Sherwood District Allocations and Development Management Development Plan Document, which would benefit from ~~rely on~~ the Scheme to achieve their full completion as detailed within Section 3.12 of the CftS (TR010065/APP/7.1). For example, Land East of Newark (as set out in Policy NAP 2B) is located between the A1, the East Coast Mainline and Beacon Hill

							Road. Traffic flows are, therefore, likely to be directed to the town centre and its access to the A46 and the A1 through Beacon Hill Road. The Scheme would also help support the delivery of planned growth within the wider Midlands area. As detailed in Section 3.11 of the CftS (TR010065/APP/7.1), the Scheme would ease traffic flows on key junctions of the A46, thereby unlocking investment.
7.1.10	APP-190	Case for the Scheme	50	3.12.7	Identified by Examining Authority's First Round of Written Questions: Q14.0.5	Paragraph amended at suggestion of ExA to add clarity	As a result, the Scheme is a key condition to unlocking growth in Newark-On-Trent, thus reaching the district's objectives: The IDP aims to strengthen growth in: • Newark Business Park – The site concentrates a significant part of Newark's growth but is currently considered to be limited ~~in its development~~ by the available capacity at Brownhills roundabout bottleneck. • Housing development sites, which ~~rely on~~ would benefit from the Scheme to achieve their full completion – Land east of Newark is located between the A1, the East Coast Mainline and Beacon Hill Road. Traffic flows are, therefore, likely to be directed to the town centre and its access to the A46 and the A1 through Beacon Hill Road. Land south of Newark and land around Fernwood will directly benefit from the southern link road which will connect the A1 and the A46.
7.1.11	APP-193	Transport Assessment	138	Appendix A - Combined Modelling and Appraisal Report Paragraph 1.1.3	Identified by Examining Authority's First Round of Written Questions: Q14.0.15		The ComMA Report summarises all of the transport modelling and appraisal carried out by Skanska Mott MacDonald in Project Control Framework (PCF) Stage 3 (Preliminary Design) for the appraisal of the A46 Newark Bypass scheme. ~~Further details of all of the areas of model development and scheme appraisal can be found in the following PCF products:~~ ~~• Transport Data Package (HE551478-SKAG-GEN-CONWI_CONW-RP-TR-00013)~~ ~~• Transport Model Package (HE551478-SKAG-GEN-CONWI_CONW-RP-TR-00019)~~ ~~• Transport Forecasting Package (HE551478-SKAG-GEN-CONWI_CONW-RP-TR-00022)~~ ~~• Economic Appraisal Package (HE551478-SKAG-GEN-CONWI_CONW-RP-TR-00032)~~