

A46 Newark Bypass

Scheme Number: TR010065

Statement of Common Ground with Newark A46 Active Travel Partnership

APFP Regulation 8(1)(e)

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**

**The A46 Newark Bypass
Development Consent Order 202[x]**

**Statement of Common Ground with
Newark A46 Active Travel Partnership**

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1 Introduction

1.1 Purpose of this document

This Statement of Common Ground (this “SoCG”) has been prepared in respect of the A46 Newark Bypass (the “Scheme”) as part of the application made by National Highways (the “Applicant”) to the Secretary of State for Transport, via the Planning Inspectorate (the “Inspectorate”) for a development consent order (DCO) under section 37 of the Planning Act (the “2008 Act”). A detailed description of the Scheme can be found in Chapter 2 The Scheme of the Environmental Statement. [APP-046].

- 1.1.1 This SoCG does not seek to replicate information which is available elsewhere with the application documents. All application documents will be made available on the Planning Inspectorate website.
- 1.1.2 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has (not) yet been reached. SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared between 1) National Highways as the Applicant and 2) Newark A46 Active Travel Partnership (NATP).
- 1.2.2 National Highways (previously known as Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain, and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations, including in respect of the application, to be conferred upon or assumed by National Highways.
- 1.2.3 Newark A46 Active Travel Partnership are an “interested party” under the Planning Act 2008 in relation to the Scheme. The Newark Active Travel Partnership is local group supporting sustainable and active travel options within the Newark area. The partnership involves collaboration between local councils, community groups, and other stakeholders to encourage walking, cycling, horse-riding and the use of public transport.

1.3 Terminology

- 1.3.1 Within the table in [Section 3](#), Issues of this SoCG, the terminology is as follows:
- “Agreed” indicates area(s) of agreement
 - “Under Discussion” indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the issue(s) to determine whether they can reach agreement by the end of the examination; and
 - “Not Agreed” indicates a final position for area(s) of disagreement where the resolution of the divergent positions will not be possible, and parties agree on this point.
- 1.3.2 It can be assumed that any matters not specifically referred to in Section 3, Issues of this SoCG are not of material interest or relevant to Newark A46 Active Travel Partnership and therefore have not been subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Newark A46 Active Travel Partnership.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and NATP in relation to the application is outlined in **Table 2.1.1** below.

Table 2.1.1 Record of Engagement

| Date | Form of correspondence | Key topics discussed and key outcomes |
|------------|---|---|
| 01/08/2022 | Email from NATP with an outline submission from NATP | <p>List of issues for discussion:</p> <ul style="list-style-type: none"> • Supportive of opportunity to improve provision on Farndon Road for non-motorised users. • Raised concerns for the four crossings including the National Cycling Network 64 route under the A1 and A46 and the A46 crossing each of the A1. • Active travel routes linking Newark Showground to existing Trent Vale Train (NCN 64). Upgrade to routes to Coddington, Beacon Hill and Lincoln Road (west of A1). • Outline of fractured network in the Winthorpe area of the scheme map image provided) • Comments from Coddington Parish Council suggesting opening a route via the A1 underpass to enable access from Coddington and Winthorpe to the nature reserve, industrial estate and Beacon Hill. Additional suggestion to extend the footpath which runs along the Showground to Brough. • Priorities outlines including: A grade separated crossing of the A46 from the former airfield site to Winthorpe using the proposed flyover, which would be safer for active travel users and cause much less interruption to motor vehicle traffic flow. <ul style="list-style-type: none"> - The existing route over the A1 south access road gives good access to the Know How site, but there is no safe access to the developing business park. - Upgrading of the current connection to Coddington & Beacon Hill utilising the existing bridge over the A17. - Creation of a behind the hedge route to replace the existing footway, which is too close to the A46 carriageway, to provide safe access to the right of way links to Danethorpe & Brough i.e. between the Friendly Farmer and Winthorpe roundabouts. - Use made of the Beacon Hill underpass under the A1 marked on the first map. |
| 10/08/2022 | Online Meeting – NCC / NATP & The Applicant | Public Rights of Way 'PRoW' |
| 09/09/2022 | Nottinghamshire County Council / The Applicant | An introductory meeting was held with the Countryside Access Team Manager at Nottinghamshire County Council whereby the Scheme was introduced and the proposals for Walkers, Cyclists & Horse riders (WCH) routes were presented. No concerns were raised at this meeting with the proposed strategy, and it was agreed that a representative of the Applicants design team would be invited to future meetings with the Nottinghamshire Local Access Forum that Nottinghamshire County Council chair. |
| 06/10/2022 | Online meeting with representatives from Rights of Way Partnership, Cycling UK, Newark Sports Association and | Outline of Scheme design overview followed by questions on specific areas of the Scheme in terms of active travel, including Drove Lane, A17, A1. |

| Date | Form of correspondence | Key topics discussed and key outcomes |
|------------|--|--|
| | National Cycling Network Nottinghamshire & Derby & The Applicant | |
| 03/11/2022 | In person – County Hall Nottingham – NATP / The Applicant | Local Access Forum meeting at County Hall with local councillors, Nottinghamshire County Council and members of the active travel groups. No specific actions were recorded. |
| 15/11/2022 | Hybrid meeting with representatives from all relevant parties from the NATP | Face to face meeting with the active travel group representatives. No specific actions were recorded. |
| 05/12/2022 | Email from NATP to the Applicant | Objection to the scheme submitted within the Statutory Consultation |
| 13/12/2022 | Face to face – County Hall – Working Party – NCC / NATP / The Applicant (NH / Skanska) | <p>Face to face meeting with Nottinghamshire County Council and members of the active travel group. Minutes taken by NCC. No specific actions were recorded.</p> <p>► email provided 15/10/2024 by NATP bullet points included below:</p> <ul style="list-style-type: none"> • Making permanent the temporary diversion routes near Farndon roundabout to create a link between the riverside bridleway and Farndon Road. This would move forward the N&S Councils planning objective of a route link Farndon riverside through to Hawton Park and a desired route running south. • The unregistered footpath opposite Nether Lock • A diversion route around the sewage works to the eastern side passing under the rail line to remove users from the rail crossing & feasibility of an upgrade to bridleway all involving Network Rail input who want to get the public off the rail crossing. • Lighting for the replacement Winthorpe Road route. • Winthorpe Rack • The joint us route to Drove Lane will be a cycle route and a planning application will be going in next year for the development on the corner of the A17 so that will including a route through and commitment to a controlled crossing point. • Using Hargon Lane at Winthorpe to connect to the service road with a bridleway on the grass verge to the south of the track and a controlled crossing near the A1 bridge. • Making the new section of the concrete farm road (moved to create the new slip road) a bridleway on the basis then it is a step in the right direction, even if it is dead-end at the moment. • The route under the A1 from Beacon Hill but looking at going along the edge of the big distribution warehouses to join the cycle route on the western side of the A17 meaning that there isn't a cross field route making development more problematic. |
| 13/01/2023 | Email from NATP to the Applicant | D2N2 Walking and Cycling Strategy - strategic route to Lincoln |

| Date | Form of correspondence | Key topics discussed and key outcomes |
|-------------|---|---|
| 11/05/2023 | | <p>Presented the updated walking and cycling routes around the Winthorpe area since the last meeting and Statutory consultation.</p> <ul style="list-style-type: none"> • Cattle Market Roundabout – 3-metre-wide route around the junction with signal-controlled crossings at all crossing points. • Great North Road – Signalised crossing of the new lorry park entrance. • Winthorpe connectivity – 3.0m wide walking and cycling route from Hargon Lane with southern connection to Newark and existing severed routes to the south of the A46. Also northern route to the A1133 and around Winthorpe Roundabout. • Showground entrance – 3.0m wide walking and cycling route between the A17 crossing and Winthorpe Roundabout extended to the first Showground entrance on Drove Lane. <p>The group accepted these options but also raised further routes that they would like the Scheme to consider utilising designated / social value funds:</p> <ul style="list-style-type: none"> • Extension of bridleway along the River Trent bank (BW6) between the A1 and Holme Lane. • Provision of a bridleway along Drove Lane • Opening up the blocked Beacon Hill underpass beneath the A1 to provide access from Newark to Coddington in the south. <p>It was explained that these could not be delivered as part of the DCO but that we would work with the group to develop these once the DCO was consented.</p> |
| 24/09/2024 | email from The Applicant to Chair of NATP | Provide an update of Response to Relevant Representation and to obtain confirmation of the lead for their Statement of Common Ground 'SoCG' |
| 27/09/2024 | email from Chair of NATP to The Applicant | Confirmation of lead contact. |
| 15/10//2024 | email from The Applicant to NATP | Provided an outline of when the Responses to Relevant Representation would be available. |
| 15/10/2024 | email from NATP to The Applicant | Copy of email between NATP parties 14 Dec 2022, shared with The Applicant with Points for inclusion in the SOCG |
| 07/11/2024 | Face to Face Meeting – NATP / The Applicant | <p>Review list of correspondence (meetings / emails)</p> <ul style="list-style-type: none"> • NATP requested for bullet points from their email 15/10/2024 add as appendix • NATP mentioned although the route around Winthorpe would now be longer they understood the constraints and limitations in this area. • NATP requesting mitigation for realignment of National Cycle Network 64 and the combined footway / cycleway underneath the A46 adjacent to the A1, the Applicant advised they feel that migration has been provided by introducing the circulatory route around Winthorpe roundabout, upgrading all existing effected routes to 3mtr wide combined walking, cycling routes. At Cattlemarket the existing route has been upgraded to a 3mtr wide combined |

| Date | Form of correspondence | Key topics discussed and key outcomes |
|------------|---|--|
| | | <p>walking cycling route that is signalised around the new gyratory to the A617 Kelham Road.</p> <ul style="list-style-type: none"> • NATP disagreed with the Applicant over the mitigation provided for the National Cycle Network 64. They stated that the realignment beneath the new Brownhills underpass was longer and less desirable than the exiting route and that more should be done to mitigate this. NATP believe that appropriate mitigation would be to extend the bridleway along the River Trent bank (BW6) between the A1 and Holme Lane. • The Applicant stated that the realigned footway cycleway through Brownhills junction was suitable mitigation. The Applicant also reiterated its support to progress this extension of BW6 utilising National Highways funding outside of the scheme commitment. • NATP confirmed their 3 priorities as identified in Issue 2 in Section 3 of the SoCG: <ul style="list-style-type: none"> ▪ Extension of bridleway along the River Trent bank (BW6) between the A1 and Holme Lane. ▪ Provision of a bridleway along Drove Lane ▪ Opening up the blocked Beacon Hill underpass beneath the A1 to provide access from Newark to Coddington in the south. • NATP raised their concerns that their 3 priorities were not within the A46 Newark Bypass Scheme order limits. The Applicant reiterated their support to these active travel opportunities and would seek to assist in their development through alternative funding mechanisms. |
| 04/12/2024 | Issue Specific Hearing 2 ExA – NATPs – Steve Parkhouse | Mr Parkhouse made representation |

2.1.2 It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between National Highways and NATP in relation to issues addressed in this SoCG.

3 Issues

3.1 Issues agreed, not agreed or under discussion

3.1.1 Table 3.1.1 below details the issues which have been agreed, not agreed or are under discussion between 1) National Highways and 2) Newark A46 Active Travel Partnership

Table 3.1.1 - Issues

| Issue No. | Issue | Document Reference | Newark A46 Active Travel Partnership's Position | Applicant's Position | Status | Date status confirmed |
|-----------|---------------------------|---|--|--|------------|-----------------------|
| 1. | Non-motorised users (NMU) | | Our concern is with the eastern end of the Scheme where NMU have to negotiate ever increasing traffic volumes and complexity through the A1, A46 & A17 junction system that severely impedes NMU. Travel needs of NMU are as important as motorists' and their transport needs should be given due regard. That means at the very least that the Active Travel network will not be degraded and that journey times and distances should not be increased without mitigation. Environmentally in this context mitigation has three meanings - <i>Avoidance, Minimisation and Compensatory Mitigation</i> . Our objection focusses on the latter. In providing compensatory mitigation for the flood plain and bio-diversity areas of land were included in the Order Limit (OL). NMU have not been treated in the same way. | The Applicant has removed the existing severance between Winthorpe and routes south of the existing A46 by providing a walking and cycling route beneath the new A46 carriageway alongside the A1 with a new signalised crossing of the existing A46 between the Brownhills roundabout and Friendly Farmer roundabout. This links to the existing route that crosses the A1 southbound slip road via the over bridge. This provides a safe route for users. Mitigation has been provided by introducing the circulatory route around Winthorpe roundabout, upgrading all existing effected routes to 3mtr wide combined walking, cycling routes. At Cattlemarket the existing route has been upgraded to a 3mtr wide combined walking cycling route that is signalised around the new gyratory to the A617 Kelham Road. | Not Agreed | 04/12/2024 |
| 2. | | Appendix C of the Transport Assessment Report [AAP-193] | Before this Scheme started an Active Travel Group had been formed for the National Highways' A52 schemes for the Nottingham Knight (65000 vehicles/day) and Wheatcroft (50,000 vehicles/day) roundabouts. The capacity was to be doubled but two bridleways and a footpath crossed the road between the roundabouts. An existing cattle underpass meant grade separation could be achieved at low cost but links to the PROWs were needed. National Highways admitted there was a very serious safety problem but refused to extend the OL. The issue went to designated funding but the landowner was not willing to cooperate. We sought to avoid such problems with the Scheme. Our first submission highlighted NMU issues and asked for meaningful discussions that could inform decisions about the OL. Discussions were not offered until the second consultation and we were told the OL was fixed. A working party was formed but <u>this was heavily circumscribed by the OL.</u> It was not until June 2023 that a WCHAR was produced in order to justify the decisions already made. NATP's 3 priorities: <ul style="list-style-type: none"> Extension of bridleway along the River Trent bank (BW6) between the A1 and Holme Lane Provision of a bridleway along Drove Lane Opening up the blocked Beacon Hill underpass beneath the A1 to provide access from Newark to Coddington in the south | As highlighted in the record of the meeting on 11/05/2023 and further discussed at the meeting on 15/10/2024 the Scheme has provided mitigation to the footpath / cycleway and public rights of way which are impacted by the scheme. The Scheme has also included a circular footway and cycleway between the A1 and Winthorpe roundabout. The Applicant recognises the opportunities for enhancements to existing public rights of way outside of the Scheme Order Limits that have been identified by NATPs. It has been discussed that these opportunities will not be delivered as part of the DCO but that the Applicant will work with the NATP to further develop these through external funding streams if these become available in Roads Investment Strategy 3. NATP's 3 priorities: <u>Extension of BW6</u> This opportunity is identified as general opportunity 6 in table 4 of the Walking, Cycling Assessment Report which forms Appendix C of the Transport Assessment Report [AAP-193]. The Applicant would seek to utilise external funding to promote and develop this solution alongside NTAP and the Local Authority. <u>Bridleway along Drove Lane</u> The Applicant understands that NTAP wish to promote a bridleway along Drove Lane to tie in with Langford Moor Lane and Langford bridleway BW8, The Applicant would note that currently Langford BW8 is only 950mtrs long and terminates at Danethorpe Lane. This solution has not been included within the Scheme Order Limits as it is not required for the proposed design solution however the Applicant will update Reference T in Table 10 of the WCHR such that this opportunity is included. <u>Beacon Hill Underpass</u> This opportunity is identified as reference P in table 10 of the WCHR. The Applicant would seek to utilise external funding to promote and develop this solution alongside NTAP and the Local Authority. The Applicant notes the email from National Highways to NATP with regard to the A52 Nottingham Junctions Scheme however the Applicant would note that this is a separate Scheme with different scope objectives and requirements. The Applicant looks forward to working with NATP and the Local Authority as the Scheme progresses to further explore and develop these opportunities. | Not Agreed | 04/12/2024 |