

# **A46 Newark Bypass**

**Scheme Number: TR010065**

## **Statement of Common Ground with Newark and Sherwood District Council 'NSDC'**

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

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**Statement of Common Ground with  
Newark And Sherwood District Council**

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## 1 Introduction

### 1.1 Purpose of this document

This Statement of Common Ground (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 and Sherwood District Council.
- 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 and Sherwood District Council are “interested parties” under the Planning Act 2008 in relation to the project and is the planning authority in relation to the proposed works. Additionally, the Council have a number of other statutory responsibilities in relation to housing, and environmental health, and discretionary powers in relation to well-being and enforcement.

### 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 and Sherwood District Council 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 and Sherwood District Council.

## 2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways (NH) and Newark and Sherwood District Council (NSDC) 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
20/11/2020	Meeting with NSDC	Pre-consultation engagement. Topics included approach to public consultation – when how and who with
08/12/2020	Meeting with Local Authorities	Kick off meeting for public consultation
19/01/2021	Meeting with NSDC	Local Authority Technical Briefing to go through the 2 options for consultation, discounted options, consultation process and Scheme timeline
02/02/2021	Email from NSDC	Formal feedback on stage 2 public consultation. NSDC provided full support to the principle of upgrading the A46 Newark Bypass. It welcomed the opportunity to work with NH on this development, noting that this engagement should inform and influence the design process
16/03/2021	Meeting with NSDC	Introduction of the scheme and discussion of environmental features, constraints, and opportunities, and share local knowledge
26/05/2021	Meeting with NSDC and Nottinghamshire County Council (NCC)	Introduction of the scheme, and discussion of climate change allowances, the hydraulic model and hydrology, floodplain compensation methodology and flood reduction opportunities including legacy work
28/04/2022	Meeting with NSDC Community Relations Officer / GRT rep	Introductory meeting with to provide scheme overview and discuss engagement strategy with Newark Traveller communities impacted by the proposed scheme. It was agreed that the best strategy for A46 project access requirements is for contact to be made with the representative that a minimum of three weeks in advance and she will accompany them. 'Door to door' approach with all feedback received verbally
28/04/2022	Meeting with NSDC Community Relations Officer / GRT rep	Engagement with traveller communities
17/06/2022	Email to Matt Lamb, Director Planning, NSDC	Introduction and invite to meeting about the Statement of Community Consultation
23/06/2022	Email to Matt Lamb, Director Planning, NSDC	A46 Newark Bypass Statement of Community Consultation alert
28/06/2022	Email	Email communication with host and neighbouring authorities relating to formal consultation period on SoCC document
30/06/2022	Email	A46 Newark Bypass - Engagement with NSDC
06/07/2022	Meeting with NSDC Senior Conservation Officer	Introduction to the scheme, and a discussion regarding engagement with archaeological advisers, and potential impacts to the Grade II listed arches at Cattle Market junction
08/07/2022	Meeting with NSDC and NCC	Meeting to review the SoCC with Host Authorities
20/07/2022	Meeting with NSDC Archaeology Advisor	Overview of the scheme, the environmental assessment milestones and a summary of work to date, including the draft Archaeological Management Plan and the geophysical, metal detecting and field walking survey specification

Date	Form of correspondence	Key topics discussed and key outcomes
21/07/2022	Meeting with NSDC Senior Conservation Officer and Landscape/Ecology/Tree Officer	Overview of the scheme, including the current scheme status, overview of EIA key milestones and level of engagement. Specifics included the agreement of visual receptor locations, a discussion regarding key built heritage assets, a summary of tree surveys undertaken to date and planned surveys going forward, and a summary of ecology surveys undertaken to date and planned surveys going forward
05/08/2022	Meeting with NSDC Senior Conservation Officer	Explanation of the current design aspirations at Cattle Market junction and discussion to understand any mitigation required or areas of the design that would need amending to ensure adverse effects to Smeaton's Arches (Causeway Arches 500m northwest of the level crossing) along the Great North Road are reduced as far as practicable
09/08/2022	Meeting with Crees Lane residents	Public information event for residents near to the proposed scheme to present up to date information about scheme design development and upcoming statutory consultation  Information sharing exercise and agreement to carry out further environmental surveys and engagement with affected landowners/residents. Local insight used to develop design ahead of statutory consultation
09/08/2022	In-person	Councillor Keith Girling attending walk around with Crees Lane residents
09/08/2022	In-person	Councillor Ivor Walker attending walk around with Crees Lane residents NSDC
11/08/2022	Meeting with NSDC and NCC	Catch up meeting. Draft preliminary designed shared, updates on residents' walk around sessions
09/09/2022	NCC&NSDC Liaison Meeting – Online	General discussion on scheme design – Legacy and City Fibre, caution around Newark Lorry Park Details shared of ongoing/future engagement – Canal and River Trust, Local Access Forum, Active Travel Partnership Discussion around importance of Growth Opportunities and delivery of Development Plan, Newark Town Investment Plan
14/09/2022	Meeting with NSDC Environmental Health Officer	Provided an overview of the air quality monitoring surveys currently taking place, and a summary of the noise monitoring surveys that have taken place
16/09/2022	Email	Newark Gateway Delivery meeting
21/09/2022	Online meeting with Environmental Technical Working Group: Historic England, Natural England, Environment Agency, NSDC (Conservation Officer, Archaeology Advisor and Environmental Health team)	The first Environmental Technical Working Group meeting. Provided all attendees with a detailed overview of the scheme, the anticipated scheme timeline, an update on the EIA progress to date, an overview of the environmental surveys undertaken to date and planned future surveys to inform the EIA, a summary of the environmental design principles, and overview of the indicative environmental masterplan
22/09/2022	Meeting with NSDC and NCC	Catch up – review of outstanding actions and Scheme update
22/09/2022	Meeting	Newark Gateway delivery meeting
26/09/2022	Email	Statement of Community Consultation
27/09/2022	Meeting with Local Authority members (councillors)	A46 Newark Bypass update including update on Scheme and consultation
27/09/2022	Meeting with NSDC	A46 Newark Bypass - Surveys

Date	Form of correspondence	Key topics discussed and key outcomes
27/09/2022	Meeting	Discussion mainly on footpaths. Suggestion that showground events need to be factored into modelling
28/09/2022	Online meeting with NSDC Community Relations Officer/ GRT rep	Prelim design shared, discussion over consultation materials in relation to GRT and public event attendance
30/09/2022	Online meeting	Newark Gateway delivery meeting
10/10/2022	Meeting with NSDC, Newark Showground, Newark & Notts Agricultural Society, Tetra Tech, Williams Saunders	Discussion on A46, Overfield, Showground and Lorry Park. Topics included footpaths around/through the Showground, tentative agreement to put a right turn stacking three lanes as you come east bound on Grove Lane, potential impact on power, water, and sewage around Godfrey Drive
12/10/2022	Email	DWG file for Great North Road development
12/10/2022	Meeting with NSDC	Discussion over aspects of the scheme design in the location of Great North Road and interaction with Newark Gateway
13/10/2022	Online meeting with NSDC and NCC	Discussion on progression of development plan – looking to introduce gypsy and traveller strategy. Discussion on appropriate comms channels for promoting consultation. Details of homeless team at NSDC to be shared
14/10/2022	Online meeting	Newark Gateway delivery meeting
17/10/2022	Email	Lorry Park - GI Works - For info
24/10/2022	Meeting with Local Authority members (councillors)	Scheme update ahead of consultation, discussion on DCO application, Newark Showground Access, A1, construction (traffic management)
27/10/2022	Meeting with NSDC and NCC	Catch up meeting includes update on statutory consultation and discussion of need to collaborate early with ramblers to resolve issues
28/10/2022	Meeting	Newark Gateway Delivery Meeting
01/11/2022	Email	GRT Community Update
07/11/2022	Meeting with NSDC	NSDC/Skanska Catch Up
10/11/2022	Email	Homelessness in Newark
10/11/2022	Meeting with NSDC	Catch up meeting. Topics included statutory consultation update, comms with GRT community (south of cattle market)
14/11/2022	Meeting with NSDC	Discussion on A46, Overfield, Showground and Lorry Park
09/12/2022	Email	Highways South of Newark stakeholder contact list
09/12/2022	Meeting	Newark Gateway Delivery Meeting
12/12/2022	Meeting with NSDC, Newark & Notts Agricultural Society, Lindum Group, Tetra Tech	Update on A46, Overfield, Showground and Lorry Park
12/12/2022	Email	NSDC A46 Bypass Statutory Consultation Response
12/12/2022	Email - NSDC and NCC	A46 minutes
09/01/2023	Meeting with NSDC	Update on A46, Overfield, Showground and Lorry Park
16/01/2023	Meeting with NSDC, NCC Urban & Civic, Vectos	SLR Junction overview. Announced bringing forward of DCO submission date
18/01/2023	Environmental Technical Working Group	To provide an update on the completion of statutory consultation, environmental impact assessment and environmental design
25/01/2023	Email	A46 - Local Authorities Design Changes



Date	Form of correspondence	Key topics discussed and key outcomes
26/01/2023	Meeting with Local Authority members	Discussion included Scheme queries, updates and design changes, Winthorpe roundabout, Langford Hall access and landscaping, Kelham flood compensation, Farndon roundabout and the River Trent, Bridleway 2 diversion
02/02/2023	Meeting with Newark Southern Link Road Steering Group	NSDC to progress amendments to the Grant Agreement with respect to funding profile including new NCC grant, PII, and new dates for technical approval of A46 Extant Roundabout, A46 Enhanced Roundabout, and the remainder of the SLR inc. A1 Roundabout
06/02/2023	Meeting with NSDC, Lambert Smith Hampton, Town Legal (being NSDC's commercial and legal advisors)	A46 Kick Off Meeting. Topics discussed included the importance of the A46 bypass, the Council's roles as LPA and landowner, the A46 timetable, programme of engagement and workstreams, fees and agreements for DCO preparation
09/02/2023	Meeting with NSDC Archaeological Advisor, NCC Senior Practitioner Archaeology and HE	Dedicated geoarchaeological session to review the assessment work undertaken to date and discuss next steps. The conclusion of the meeting was that further site based geoarchaeological assessment would be required in order to fully understand the geoarchaeological potential of the Order Limits of the Scheme and inform the impact assessment
14/02/2023	Meeting with NSDC, NCC Tetra Tech	A46 Winthorpe Roundabout discussion including proposed design changes resulting from statutory consultation
16/02/2023 then every other Thursday (ongoing)	Meeting with NSDC, NCC, and Urban & Civic	SLR/A46 Enhanced roundabout technical meetings
12/04/2023	Environmental Technical Working Group	This meeting was a run through of the Environmental Masterplan: <ul style="list-style-type: none"> <li>- Refresh of environmental design parameters</li> <li>- Environmental design evolution since statutory consultation</li> <li>- Overview of key areas within the environmental design</li> <li>- Overview of key areas within the environmental design</li> </ul>
19/04/2023 then every Wednesday (ongoing)	Meeting with NSDC, NCC, Tetra Tech, and William Saunders	Technical meetings regarding Great North Rod access arrangements (NSDC Lorry Park and NCC Depot), and access arrangements for other routes that connect to/are affected by the A46 improvement works, including Newark Showground and Winthorpe
20/04/23	Meeting with NSDC Archaeological Advisor, NCC Senior Practitioner Archaeology and HE	Geoarchaeological update session to discuss the methodology for a programme of geoarchaeological coring to inform the ES cultural heritage assessment.
03/05/23	A46 Newark Heritage meeting with NSDC	Update regarding Built Heritage Impact Assessments
08/06/2023	Meeting with NSDC Archaeological Advisor, NCC Senior Practitioner Archaeology and HE	Online consultation session to discuss the results of the geoarchaeological coring and the methodology and programming for the trial trenching and test pitting proposed for August to October 2023.
01/11/2024	Online – Teams Meeting NSDC / The Applicant	Review and update of the Statements of Common Ground



Date	Form of correspondence	Key topics discussed and key outcomes
11/11/2024	Online – Teams Meeting NSDC / NSDC Legal team / The Applicant / District Valuer	Lorry Park re-configuration
w/c 02/12/2024	CAH & ISH	NSDC made representation
07/01/2025	Online – Teams Meeting NSDC / The Applicant	Review and update of the Statements of Common Ground - Heritage / Landscaping. Note meeting was re-scheduled as NSDC required additional time to review the Deadline 4 submissions.
23/01/2025	Online – Teams Meeting NSDC / The Applicant	Review and update of the Statements of Common Ground - Heritage / Landscaping.
28/01/2025	In Person Meeting – NSDC / The Applicant	Discuss DCO progress and identified opportunities for collaboration during scheme delivery

2.1.2 It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between 1) National Highways and 2) Newark and Sherwood District Council 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 and Sherwood District Council

**Table 3.1.1 - Issues**

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
1.	Traffic and Transport	7.4 Transport Assessment Report [APP-193]	<p><b>Great North Road</b></p> <p>The proposed carriageway layout on Great North Road southeast of the A46 Cattle Market junction depicts a Ghost-Island right turn into the former cattle market / lorry park site but no Ghost-Island right turn into the former Council Depot site on the opposite side of Great North Road. Vehicles turning right into the former Council Depot site would therefore impede the free flow of southbound through-traffic in the offside lane and may raise safety concerns. An understanding of this position is required in order for the District Council (and County Council as landowner of the former Council Depot site) to assess the likely impacts on the existing accesses to both sites and on any aspirations to redevelop the existing Newark lorry park, if it can be relocated elsewhere in Newark, as part of the Newark Town Fund proposals for the Gateway/SiSCLog site shared with National Highways.</p>	<p>Similar access to the existing will be provided into the former depot site without a ghost island which is deemed appropriate during operation due to the very low anticipated usage of this access. A signalised junction with ghost islands will be provided into the lorry park site which will be 'future-proofed' to allow future conversion into signalised cross-roads by others if deemed appropriate at a later stage.</p> <p>During the construction phase the former depot will be used as the main compound and offices. Early discussions have been held with Newark and Sherwood District Council and Nottinghamshire County Council where it was broadly agreed that the access would either be off the existing Cattle Market roundabout or the existing depot access for goods vehicles and that the egress would be the same location, but they would have to turn left. Office staff would enter and leave the site from the south using Kelham Road. This separates goods vehicles from office staff, reducing conflict risks and hazards. The 7.4 Transport Assessment Report [APP-193] provides information on the likely impacts expected on the existing accesses.</p>	Agreed	16/10/2024
2.	Traffic and Transport	Chapter 3 of the 5.1 Consultation Report [APP-028]	<p>National Highways, NSDC and NCC have agreement in principle that a signalised junction on Great North Road is required to address this issue. Working on behalf of NSDC, Tetra Tech has produced 3 Options for the junction. All parties have verbally agreed that Option 1 is the preferred junction arrangement.</p> <p>Further dialogue has been held between National Highways, NSDC and NCC regarding details of the new signal-controlled junction onto Great North Road (GNR) that will be provided as part of the A46 Improvement to serve the Newark Lorry Park. However, NSDC still has outstanding concerns that have yet to be addressed relating to the following:</p> <ol style="list-style-type: none"> <li>1. NSDC requires confirmation of the number of lanes that will be provided on GNR northbound between the new signal junction and the Cattle Market roundabout. The information supplied by National Highways' consultants is contradictory. The layout drawing shows a single lane whilst the micro-simulation modelling depicts two lanes. <b>Agreed</b></li> <li>2. NSDC requires confirmation that National Highways' micro-simulation model accurately reflects the number of lanes proposed on GNR northbound between the new signal junction and the Cattle Market roundabout and that NCC in their capacity as local highway authority for GNR are content with the performance of GNR as assessed in the micro-simulation modelling. <b>Agreed</b></li> <li>3. NSDC Requires confirmation that National Highways has consulted with Network Rail regarding any implications for the level crossing on GNR and that Network Rail are content with the A46 Improvement insofar as it affects GNR. <b>Agreed</b></li> <li>4. NSDC requires confirmation that National Highways has a highway design solution to tie-in the two southbound lanes proposed on GNR to a single lane adjacent to the Kelham Road junction and that this solution is acceptable to NCC in their capacity as local highway authority for GNR. <b>Agreed</b></li> </ol>	<p>The approach has been discussed with the Consultee. Meeting minutes have been issued by the Consultee from these meetings. The Applicant will continue to engage with the Consultee to seek technical and local expertise if necessary. Further information on engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with the Consultee, will be recorded within a Statement of Common Ground, which will be developed and submitted to the Examining Authority during the course of the Development Consent application examination, further information on the ongoing engagement can be found within Chapter 3 of the 5.1 Consultation Report [APP-028].</p> <ol style="list-style-type: none"> <li>3. We are continually engaging with Network Rail 'NR' who are a major stakeholder for the A46 Newark Bypass Scheme, NR have submitted a Relevant Representation and currently agreeing a Statement of Common Ground none of which raise concerns regarding the Castle Level crossing.</li> </ol>	Agreed	09/12/2024

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
3.	Traffic and Transport		<p>Position August 2023 - Great North Road (GNR) is a key radial route connecting Newark town to the A46 and NSDC is keen to ensure that GNR continues to operate in a safe and satisfactory manner following completion of the A46 Improvement. As things currently stand the Council doesn't have confidence that the issues raised above have been adequately addressed.</p> <p>Position October 2024 - Awaiting updated modelling for year 2043 from Skanska. NSDC accept that it will be sent on 18<sup>th</sup> November 2024.</p>	<p>Continued discussion is taking place to discuss these, a formal response will be provided.</p> <p>The Applicant confirms that the VISSIM videos (modelling) are due to be provided week commencing 18<sup>th</sup> November 2024</p>	Agreed	09/12/2024
4.	Strategic		<p><b><u>Strategic Issues</u></b></p> <p>Whilst we appreciate that this strategy relates directly to the A46 project the signage strategy needs to be aware of the impact of the delivery of the Southern Link Road and the potential opportunities this provides for directing traffic around the town. This will require a comprehensive reappraisal of signs not only on the A46 but on the A1 and potentially county maintained roads in and around the town.</p> <p>Using the existing signage for the basis for the Regional and Primary route makes sense however linked to the point above about the SLR and the changes to road aligned of the A46 to the northern end of the scheme considerations needs to be how Newark and its various attractions and destinations are signed.</p> <p>Signage of the Destination of "Newark" HE551478-SKAG-HSN-CONW-DR-CH-01205_P01_S3.PDF</p> <p>We note the proposals to continue to sign Newark at Farndon Junction and Cattlemarket Junction and northbound from the Brownhill Slips however we do not agree that the Winthorpe Junction should not sign towards Newark along the Friendly Farmer Link Road (FFLR) to Brownhills Junction. This route provides access to a significant element of Newark – the residential areas of Lincoln Road and access to the rest of the North of town and the East of the town without having to pass through the Castlegate/Lombard Street/Beaumont Cross Corridor. It is also the location of Newark Industrial Estate and Northgate Station and whilst we acknowledge that drawing 01211 indicates that they will continue to be signed down the FFLR there could be some confusion given that Newark will be signed on to the A46 southbound.</p> <p>Signage for the destination of "Newark Stations" HE551478-SKAG-HSN-CONW-DR-CH-01211_P01_S3.PDF</p> <p>Newark's two stations are in different parts of the town. The current "Newark Stations" signage approach does work from the southern approaches to the town and for signing traffic off the A1 but given the additional capacity on the network should we sign Northgate via Brownhills and Castle Station by Cattlemarket?</p> <p>Signage of the Destination of "Balderton" HE551478-SKAG-HSN-CONW-DR-CH-01206_P01_S3.PDF</p> <p>Given that the SLR is programmed to be opened in 2025 we wonder the extent to which Balderton should be signed from Cattlemarket and Farndon Junction onto the SLR. This would then sign traffic away from the centre of Newark and the Castlegate/Lombard Street/Beaumont Cross Corridor. Traffic would then be able to enter Balderton from the south.</p> <p>Update at 01/11/2024 NB. The SLR won't be open fully until autumn 2026</p> <p><b><u>Tourism Issues</u></b></p> <p>Currently from a strategic point of view Newark is poorly signed for Tourism. At the Balderton junction on the A1 northbound an old sign about Local Services, which fails to tell visitors about the many tourist attractions, is all that exists. This differs with the Lincoln sign on the A1 northbound at the A1/A46/A17 junction.</p> <p>It would clearly be helpful to consider a strategic sign for Newark in a similar light and also consider not necessarily signing visitors to come off at Balderton for</p>	<p>Continued discussion is taking place to discuss these, a formal response will be provided.</p> <p>The Applicant is aware that the Southern Link Road construction works continuing and due for completion in spring 2026, the developer for the Southern Link Road has produced signs that will be placed on the A46 on the approach to their new roundabout.</p> <p>The Applicant understands that the current signage design is such that this is a local route only, it is not the Applicants intention to change this approach to signing as part of the A46 Newark Bypass Scheme.</p> <p>The Applicant will engage with NSDC to include their views within the development of the signing strategy during the detailed design stage however will agree the Signing Strategy with NCC.</p>	Agreed	24/02/2025

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
			<p>Newark? A sign which highlighted the National Civil War Centre and the Castle in a similar design to the Lincoln one would be a straightforward strategic way of directing people to Newark's attractions. Once closer a Newark Attractions sign could list the various attractions in the town and save having to repeat these on numerous signs on the A46 Bypass.</p> <p>In terms of the Non primary routes to be signed on page 32 we would note the following:</p> <p>Newark Attractions (01221)</p> <p>This is a helpful 'catch all' for the major attractions in the town unsure if it's appropriate to sign people down Lincoln Road from the North or to do this via Cattlemarket?</p> <p>Air Museum (01221)</p> <p>Needs to be separately signed and at some points will be signed with the Showground. At present the showground is signed as a destination but not a tourist one – although we note that it will be on the proposed signage. We think this is an appropriate change.</p> <p>Civil War Centre (01222)</p> <p>Given the importance of the National Civil War Centre, we are not convinced that simply replacing the current limited level of signage is adequate, this links back to the point regarding the need for a Strategic sign for the town.</p> <p>Farndon Marina (01222)</p> <p>Appropriate level of signage</p> <p>Cresswell Craggs (01223)</p> <p>We have no idea why Cresswell Craggs is signed in and around Newark given that it is on the other side of the nationally significant tourist area of Sherwood Forest.</p> <p>Newark Antiques and Interiors (01223)</p> <p>We believe this is a local sign paid for by the owner and operator of Newark Antiques and Interior. Happy for this to be replaced when the Great North Road is upgraded as part of the scheme</p> <p>Clearly dependent on the final location of the Lorry Park this will need to be signed accordingly. We also believe that the Air and Space Institute should be signed at the Cattle Market junction.</p> <p>Southwell is an important tourist destination and whilst we appreciate that we don't want to clutter the network with unnecessary signage we do wonder if the at the Cattlemarket Junction the A617 exit should highlight tourist destinations similar to the way these signs do at the A617/Upton Road junction.</p>			

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed												
			<p><b>Conclusions</b></p> <p>We think that given the various issues a new approach should be taken to signage around Newark. This should look to provide a strategic approach to access based on an approach which signs traffic to three key locations that tie up with the junctions:</p> <table border="1" data-bbox="700 443 1478 768"> <thead> <tr> <th>Junction</th> <th>Strategic Location</th> <th>Destinations related to these strategic locations</th> </tr> </thead> <tbody> <tr> <td>Brownhill's</td> <td>Newark North</td> <td>Newark Industrial Estate Northgate Station</td> </tr> <tr> <td>Cattlemarket</td> <td>Newark Central</td> <td>Newark Town Centre Newark Attractions Castle Station</td> </tr> <tr> <td>Farndon</td> <td>Newark South</td> <td></td> </tr> </tbody> </table> <p>Furthermore because of the SLR consideration should be given to signing Balderton via the Southern Link Road rather than through the town.</p> <p>A strategic approach to tourism signage should be taken with signage on the approaches setting out what the Newark attractions are and then signing drivers to Newark Central. This comprehensive approach should also be adopted on the A1.</p> <p><b>The Humber Bridge</b></p> <p>We note that it is proposed to no longer sign the Humber Bridge because it is not signed again until significantly north of Lincoln. There is some irony that one of the key drivers for dualling the road is to promote the Trans Midlands Trade Corridor which links the Southwest to the Humber ports. It is also not true that the Humber Bridge is absent from signage to until well after Lincoln – it's mentioned at the Hykeham Roundabout on the southern approaches to Lincoln and is signed all the way across the county. We believe consideration should be given to signing the Humber Bridge/Humber Ports in conjunction with Lincoln i.e. For Humber Bridge Humber Ports follow signs for Lincoln.</p> <p>03/02/2025</p> <p>In the SoCG meeting on 27<sup>th</sup> January 2025, National Highways/Skanska agreed to invite NSDC to meetings to discuss/agree the Signage Strategy, outside of the DCO process appropriate signage will be further explored with National Highways Operations Directorate 'NH OD'.</p>	Junction	Strategic Location	Destinations related to these strategic locations	Brownhill's	Newark North	Newark Industrial Estate Northgate Station	Cattlemarket	Newark Central	Newark Town Centre Newark Attractions Castle Station	Farndon	Newark South				
Junction	Strategic Location	Destinations related to these strategic locations																
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5.	Speed Limit	Chapter 2 The Scheme of the Environmental Statement [APP-046] 2.8 Permanent Speed Order Limit Plans [APP-016]	Will the A46 scheme reduce the existing speed limit on Great North Road through this section? (Currently national speed limit – 60mph for single carriageway)	The current proposal is to reduce the speed limit to 30mph on this section. The proposed speed limits are described in Chapter 2 The Scheme of the Environmental Statement [APP-046] and illustrated on the 2.8 Permanent Speed Order Limit Plans [APP-016]. The approach has been discussed with the Consultee. Meeting minutes have been issued by the Consultee from these meetings. The Applicant will continue to engage with the Consultee to seek technical and local expertise if necessary.	Agreed	16/10/2024												



Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
6.	NMU Routes		<p><b>NMU routes/crossings</b> Will all proposed new Non-Motorised User (NMU) routes and crossings be designed to be LTN 1/20 compliant?</p>	Where practicable all new walking and cycling routes and crossings will be designed to be Local Transport Note 1/20 compliant. Where Local Transport Note 1/20 is not achievable due to existing geometry or boundary constraints robust justification will be put in place and appropriate design processes (risk assessments and a road safety audit) will be implemented to ensure crossings are safe and accessible for road users. The design of the walking and cycling routes will be further reviewed in the detailed design stage.	Agreed	09/12/2024
7.	Friendly Farmer roundabout to Winthorpe roundabout	7.4 Transport Assessment Report [APP-193]	<p><b>Friendly Farmer roundabout to Winthorpe roundabout</b> The parallel road that connects the Friendly Farmer roundabout to the Winthorpe roundabout is single carriageway. This road will carry all trips travelling between the A1 / A17 / Newark to/from Lincoln. The Council is concerned and would like to understand the details of traffic flow modelling and design in order to ensure this single carriageway road has sufficient capacity to the design year to accommodate forecast flows and whether there is enough redundancy with a single carriageway road, for example if a vehicle breaks down, or during periods of peak traffic activity when events are held at the adjacent Newark Showground.</p>	<p>Traffic modelling, completed as part of the 7.4 Transport Assessment Report [APP-193] assessed current and future traffic flows. Modelling included the opening year of the Scheme (2028) and fifteen 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.</p> <p>In the strategic traffic modelling (2028) there are no delays greater than 34 seconds along the parallel road and at the two roundabouts.</p> <p>The traffic modelling shows that removal of the A46 traffic from the Friendly Farmer roundabout has freed up capacity in this location to allow traffic to flow easily with acceptable queue lengths.</p> <p>A signal control has been added to the link between Brownhills roundabout and Friendly Farmer roundabout to provide gaps in traffic heading eastbound to the A17 therefore allowing traffic to enter the roundabout from Lincoln.</p> <p>The design of Friendly Farmer Link Road includes 1m wide hard strips providing a total carriageway width of 9.3m, this allows vehicles to safely pass in the event of a broken-down vehicle.</p> <p>Events at the Newark Showground site have not been considered in the traffic modelling. The varying nature and timing of events at the showground, along with the potential impacts of the manual marshalling of traffic, and any temporary traffic management measures, make the representation of event scenarios in a traffic model a complex and uncertain undertaking. The Applicant has modelled a business-as-usual day and it would be the responsibility of the event organiser to ensure that appropriate mitigation is in place to minimise the impacts of event traffic on the road network.</p> <p>The following measures can be used to support the event organiser and their traffic management during any events at the Showground:</p> <ol style="list-style-type: none"> <li>1. Clear signage provided before and within Winthorpe roundabout for road users.</li> <li>2. Electronic Variable Message Signs provided to support permanent signage used during an event.</li> <li>3. Additional access into the Showground provided off the Friendly Farmer Link Road, in addition to the existing entrance to Newark-on-Trent Golf Centre from Drove Lane, has been made into a left out exit only.</li> </ol> <p>The capacity of the parallel connector road has been assessed for general show traffic as it is not possible to model these significantly variable situations. The measures highlighted above will significantly improve management of Showground traffic when compared to the existing situation.</p> <p>The Applicant will install a signal controller that can be adjusted remotely and alter the timings at Winthorpe roundabout to give more 'green time' to Showground traffic entering or leaving the site. The protocol for the timing changes and when this occurs will be agreed at detailed design stage between the Applicant, Showground owners and Newark and Sherwood District Council.</p>	Agreed	16/10/2024
8.	Speed Limit	Chapter 2 The Scheme [APP-046] 2.8 Permanent Speed Order Limit Plans [APP-016]	What is the proposed speed limit on the parallel connector road between the Friendly Farmer and Winthorpe roundabouts?	The proposed speed limit is 50mph on this link. The proposed speed limits are detailed in Chapter 2 The Scheme [APP-046] and illustrated on the 2.8 Permanent Speed Order Limit Plans [APP-016].	Agreed	16/10/2024

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9.	Winthorpe roundabout Signalling	7.4 Transport Assessment Report [APP-193]  2.5 General Arrangement Plans [APP-008]  Chapter 4 of the 5.1 Consultation Report [APP-028].	<b>Winthorpe roundabout</b> It's unclear how the signal controlled 'through-about' arrangement at the Winthorpe roundabout will work in practice. The parallel connector road arm joins the roundabout very close to where the signal stop line will need to be positioned on the circulatory carriageway. Will there be sufficient storage space on the circulatory carriageway?	The Winthorpe roundabout has been tested within a microsimulation model, including modelling for years 2028 and 2043 (to account for traffic growth) as detailed in the 7.4 Transport Assessment Report [APP-193]. In a microsimulation model each vehicle is simulated individually. This model allows for a more detailed understanding of traffic flows and its impacts on queueing and journey time delays.  The through-about generally works like a conventional roundabout. Signing has been included as part of the design including an overhead gantry within the roundabout to guide southbound traffic down to the A1/Newark-on-Trent or to continue on the A46.  Based on the outcome of the microsimulation model, the circulatory lanes have been designed to provide sufficient storage; further roundabout design information and the sign gantry is illustrated in the 2.5 General Arrangement Plans [APP-008].  The design referred to by the Consultee has been updated as a result of statutory consultation, and an updated design was presented during the targeted consultation. For further information relating to the statutory and targeted consultation, please see Chapter 4 of the 5.1 Consultation Report [APP-028].	Agreed	16/10/2024
10.	Drove Lane	7.4 Transport Assessment Report [APP-193]	<b>Drove Lane</b> Is there a likelihood of increased 'rat-running' along Drove Lane following introduction of the parallel connector road? For example, drivers travelling from Lincoln towards the A17 eastbound may find it easier to use Drove Lane once they've left the A46 at Winthorpe, rather than use the single carriageway parallel connector road.	Traffic modelling predicts that daily traffic volumes along Drove Lane is predicted to decrease as a result of the Scheme for the 2028 and 2043 assessment years. This is detailed in the 7.4 Transport Assessment Report [APP-193]. The traffic modelling accounts for journey times on the existing network and accounts for incidences of rat-running based on these parameters (i.e. journey times, queue lengths and turning counts), indicating no likely increase here.	Agreed	16/10/2024
11.	Newark Southern Link Road	2.5 General Arrangement Plans [APP-008].	<b>Newark Southern Link Road</b> As discussed previously, the Newark Southern Link Road (SLR) is a critical component in the delivery of the Middlebeck Sustainable Urban Extension (Land South of Newark). Once completed, the SLR can provide network resilience during the pending construction of the A46 and its operation. It should offer a needed part of the traffic management solution for the Town and strategic network whilst the A46 Bypass is constructed, aiding traffic flow and congestion and very considerable delays for a prolonged period. As a committed development, the Council is surprised to note that the new roundabout junction of the Southern Link Road (SLR) with the A46 is not shown on the scheme drawings. The SLR is a committed highway improvement scheme with full planning permission and funding in place (including for both the extant and enhanced replacement roundabouts). The Council considers that the SLR needs to be included on the drawings to show the A46 scheme in the context of the SLR scheme for completeness and accuracy, aiding full understanding for members of the public and interested parties. Account should also be taken of the SLR in the preparation of the DCO application documents including the Environmental Statement and its appendices  Update at 01/11/2024 NB. The SLR won't be open fully until autumn 2026	The Southern Link Road being delivered by the Newark Town Board with funding from Newark and Sherwood District Council will link the A46 and A1 at Balderton Interchange to the south of Newark-on-Trent. Phase 1 of the project has already been delivered with work underway on the remaining 2 phases as of Spring 2023 with expected completion by autumn 2025. Further information about this can be found on the Newark Town Board website: <a href="https://newarktownboard.co.uk/southern-link-road/">https://newarktownboard.co.uk/southern-link-road/</a> The Southern Link Road/A46 roundabout junction falls outside the Order Limits of the Scheme. The Order Limits shown on the <i>General Arrangement Drawings</i> at the statutory consultation included the area planned for use as the Southern Link Road/A46 junction as the Southern Link Road may have needed to be altered due to the impact of the Scheme. However, since statutory consultation, the Applicant has confirmed with the Consultee that no further amendments are required to the Southern Link Road roundabout junction with the A46 and therefore it is not within the scope of the Scheme. As this roundabout has not been constructed yet and will not be prior to submission of the development consent application, the Applicant has not included it within the Scheme 2.5 General Arrangement Plans [APP-008]. The Applicant has taken the Southern Link Road scheme into consideration in the development consent application, including the traffic modelling work that has been carried out for the 'do minimum' scenario, which accounted for the development of the Southern Link Road and the Southern Link Road roundabout junction.	Agreed	16/10/2024



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		7.4 Transport Assessment Report [APP-193]  6.1 Environmental Statement - Chapter 15 Combined and Cumulative Effects [APP-059]  7.7 Outline Traffic Management Plan [APP-196]	Position May 2023  There are ongoing discussions/weekly meetings between NSDC, U&C, and NH regarding the Enhanced Roundabout (ER). Outstanding issue - U&C are still awaiting Technical Approval from NH for the ER. NH has also indicated that a Traffic Management scheme is required during construction works	The traffic modelling demonstrated that without improvements (the 'do minimum' scenario) there would still be significant delays on the A46, even with the development of the Southern Link Road especially at the Cattle Market Junction. Please refer to the 7.4 Transport Assessment Report [APP-193] for details of the full assessment undertaken.  When the Scheme is introduced (the 'do something' scenario'), the delays on the A46 are forecast to be reduced and journey times improved, demonstrating the benefits of the Scheme.  The Southern Link Road was included in the traffic modelling scenario years 2028 (year of completion) and 2043 (15 years from completion) and detailed in 6.1 Environmental Statement - Chapter 15 Combined and Cumulative Effects [APP-059] of the Environmental Statement.  The Applicant continues to liaise with the Local Authority and the developer for the scheme regarding updates to the SLR construction programme and predicted completion date. The Applicant has presented the outline traffic management proposals for the Scheme to the Local Authority which are included within the Outline 7.7 Outline Traffic Management Plan [APP-196]. The Outline Traffic Management Plan does not include the SLR as a prescribed diversion route during the construction of the scheme. This is due to the SLR being a link road to housing and development along the southern end of Newark, rather than an alternative route for strategic traffic. The Applicant will continue to work with the Local Authorities during the production of the Traffic Management Plan prior to the commencement of the scheme.  The Outline 7.7 Outline Traffic Management Plan [APP-196] has been developed without the Southern Link Road to reflect the worst-case scenario.		
12.	Design (including justification for any flexibility being sought)	Chapter 2 The Scheme of the Environmental Statement [APP-046]  6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]	<b>Cattle Market flyover</b>  On the fly-through video the structure of the elevated over-pass at the Cattle Market junction appears as a stark and imposing concrete structure. This may be in part due to the animation which depicts it as being very bright in colour and therefore standing out vividly. The Council would want to understand proposals to ensure the visible impact of the final structure is minimised and/or mitigated as far as practicable.  03/02/2025 – Although this structure is now understood we still continue to raise concern with the impact the structure would have on the surrounding area.	Consideration has been given to the aesthetic finish of the structure during the design development to help to reduce the visual prominence of the structure and to reflect finishes on existing structures such as that of Smeaton's Arches just to the north of the new junction. Further details of these can be found within Chapter 2 The Scheme of the Environmental Statement [APP-046] and 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026].  Planting of trees and shrubs has also been considered and incorporated wherever feasible to help break up the visual mass of the structure, with planting softening the built form and aiding screening over time, particularly from properties such as those in Sandhills Park affording near distance views.  The assessment of landscape and visual effects and associated design and mitigation measures are described in 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026] and presented in 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [APP-026].  Part of the Detailed Design process will be to define the finish of the retaining walls forming the Cattle Market Flyover. This will be a masonry type façade and not a bare concrete finish.	Not Agreed	20/02/2025
13.	Design		<b>Brownhills roundabout</b>  The proposed new roundabout at the Brownhills Junction adjacent to Bridge House looks large. Does the diameter of this roundabout need to be so big to serve three arms, one of which is essentially a private access and the other a one-way slip road?	The new Brownhills Junction roundabout has an inscribed circle diameter of 60m. This is slightly smaller than the existing Brownhills Roundabout that has an approximate diameter of 70m. The size of this roundabout has been designed in accordance with <i>Design Manual for Roads and Bridges CD116</i> and vehicle tracking to allow the number of vehicles predicted by traffic modelling, including HGVs, to safely turn right at the roundabout from the slip road.	Agreed	16/10/2024
14.	Screening	7.4 Transport Assessment Report [APP-193]	<b>Screening</b>  Will a visual screen be provided between the parallel connector road and the A46 to avoid potential issues with driver confusion and/or headlight dazzle at night?	Anti-dazzle louvres will be provided on top of the safety barrier to avoid driver confusion and prevent headlight dazzle and glare as detailed in the Road Safety Audit within the the 7.4 Transport Assessment Report [APP-193].	Agreed	16/10/2024

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15.	Traffic	2.5 General Arrangement Plans [APP-008] 7.4 Transport Assessment Report [APP-193]	<b>Winthorpe roundabout</b> Will the proposed 'through-about' arrangement at the Winthorpe roundabout provide sufficient 'futureproofing' in terms of traffic capacity or will this junction become the new A46 'bottle neck' in a few years' time? Would it be better to provide a grade-separated junction now to avoid the need to revise the junction in the future?	The Winthorpe through-about roundabout design as illustrated in the 2.5 General Arrangement Plans [APP-008], which has been updated since the statutory consultation and included as part of the targeted consultation, has been tested within a microsimulation model and performs well in both design years 2028 (year of completion) and 2043 (15 years from completion), which allows for traffic growth as evidenced in the 7.4 Transport Assessment Report [APP-193].	Agreed	16/10/2024
16.	Safety	2.5 General Arrangement Plans [APP-008]	<b>Brownhills roundabout</b> At the existing Brownhills roundabout that is being retained there is a two-lane exit towards the A46 westbound where the nearside lane becomes the A46 westbound merge, and the offside lane provides access to Bridge House. The Council is concerned there may be a risk of drivers confusing the off-side lane for a second lane towards the A46 westbound or using this lane for overtaking when heading towards the A46 westbound, which could lead to safety concerns when they need to join the nearside lane or end up doing a loop around the Bridge House roundabout.	The Applicant can advise that the design has been developed to provide clear road markings that filter the two lanes from Brownhills roundabout into one before the right turn to Bridge House, compared to the layout presented at statutory consultation that did not provide a filter. A more notable right turn and the appropriate signage will-be provided to avoid the likelihood of people making an incorrect turn. The new layout is presented in the 2.5 General Arrangement Plans [APP-008].	Agreed	16/10/2024
17.	Safety	6.1 Environmental Statement 'ES' - Chapter 2 The Scheme [APP-046] 2.8 Permanent Speed Order Limit Plans [APP-016] 2.8 Permanent Speed Order Limit Plans [APP-016].	Residents have raised concerns about pedestrian and cycle safety at Brownhills roundabout. It is a popular route for lorries and the crossing will be used by pedestrians and cyclists, including school children. What will be the speed limit on the slip road and how will this affect stopping times at the pedestrian crossing?	The speed limit on the slip road will be 50mph and an appropriately designed signalised crossing will be provided for walkers and cyclists to improve safety. Appropriate visibility to this crossing and appropriate signal timings will be provided to allow vehicles, including lorries, adequate time, and distance to slow down and stop in advance of the crossing. The proposed speed limits are described in 6.1 Environmental Statement 'ES' - Chapter 2 The Scheme [APP-046] and illustrated on the 2.8 Permanent Speed Order Limit Plans [APP-016]. The proposed speed limits are described in 6.1 Environmental Statement 'ES' - Chapter 2 The Scheme [APP-046] and illustrated on the 2.8 Permanent Speed Order Limit Plans [APP-016].	Agreed	01/11/2024
18.	Safety	7.4 Transport Assessment Report [APP-193]	<b>A1/A46/A17 southbound junction</b> Concerns about highway safety on the A1/A46/A17 southbound junction. Accidents have occurred when drivers queue on the A1 southbound to access the Friendly Farmer roundabout. Whilst this scheme will improve junction capacity thus reducing queues this will not be for a number of years. In the interim the Council would like National Highways to explore options for improving safety at this junction, including appropriate signage which could warn drivers of queuing traffic. Whilst this is not directly related to the design of the A46, it is an important issue which needs to be addressed by National Highways.  NSDC understand this is a matter to further explore with NH OD in relation to road safety and is not part of the DCO process for the scheme.	The traffic model forecasts that the Scheme reduces traffic and increases capacity at Friendly Farmer roundabout, due to the A46 through traffic being removed from the junction.  Changes to the existing A1 slip roads were considered during the options development stage prior to the Preferred Route Announcement, where it was decided to retain the existing layout due to the reduced traffic in the area resulting from the Scheme.  The current queues on the A1 slip roads are caused by traffic congestion at the existing Brownhills and Friendly Farmer roundabouts. Traffic modelling, completed as part of the 7.4 Transport Assessment Report [APP-193] shows that the new bridge crossing the A1 (to accommodate the new A46 alignment bypassing Brownhills and Friendly Farmer roundabouts) would create a reduction in traffic using Brownhills roundabout and Friendly Farmer roundabout and add extra capacity.  Therefore, the traffic coming from the A1 slip roads would have less opposing traffic to enter the roundabout and reduce the queues on the slip roads.  The Applicant has undertaken microsimulation of the forecast traffic movements at these junctions in order to understand how the new flows and turning movements at these junctions would impact their operation.  This modelling has been used to inform modifications to the Friendly Farmer and Brownhills roundabouts to optimise their operation such as changes to signing and road markings.  The traffic modelling undertaken also forecasts that traffic queues are constrained to the A1 slip roads and will not extend onto the mainline A1.	Agreed	24/02/2025

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				<p>The Applicant is aware of several collisions at the A1/A46/A17 Newark junction over a number of years, largely due to traffic queuing back onto the A1 from both north and southbound slip roads, due to congestion.</p> <p>National Highways Operations team is currently proposing a safety scheme proposed for the whole of the A1 between Blyth and Stamford that is being delivered in stages alongside pavement schemes. The scheme aims to slow traffic at specific junctions by installing "SLOW" road markings on red surfacing in advance of the junctions, improvements to signs and road studs and a few other improvements. Planned for completion Jun 2025</p> <p>For the A1/A46/A17 Newark junction it is proposed that SLOW's on red surfacing are installed prior to both slip roads, minor amendments to signs and the installation of Queue ahead vehicular activated warning signs. The lining, red surfacing and minor signing work is planned for 2025 prior to the A46 Newark bypass scheme going ahead. Planned for completion in Jun 2025</p> <p>It has been proposed that the vehicular activated warning signs be reviewed once the Newark Bypass scheme has been completed, so the impact on the queue lengths can be assessed and the signs positioned accordingly. If queuing is greatly reduced as the Newark Bypass modelling suggests there may not be a need for the vehicular activated signs to be installed, however if the Bypass scheme does not go ahead it may be necessary to implement the signing scheme as soon as practically possible.</p>		
19.	Safety	2.5 General Arrangement Plans [APP-008]	<p><b>A17 / A46 roundabout</b></p> <p>At the A17 / A46 roundabout, the northern arm (towards Lincoln) tapers sharply and there is a tight bend in the carriageway immediately to the north. The exit from the roundabout travelling towards Lincoln tapers very abruptly from two lanes at the roundabout to a narrow single lane on the bend which raises safety concerns. Can this alignment be amended to provide a longer taper distance from two lanes to one lane and a smoother bend?</p>	<p>The design has been developed to provide a give way rather than a free flow link from the existing A46 heading north as was shown at the statutory consultation. This is a more standard layout and means that two lanes are no longer required to merge into one on a bend, making it safer for road users. The new layout is presented in the 2.5 General Arrangement Plans [APP-008].</p>	Agreed	16/10/2024
20.	Construction Traffic Management Plan	7.4 Transport Assessment Report [APP-193] 7.7 Outline Traffic Management Plan [REP3-026]	<p><b>Journey times during construction</b></p> <p>With regard to the construction stage, NSDC continues to be clear on the importance of traffic management, network co-ordination (cognisant of ongoing strategic extensions and projects at Middlebeck, Fernwood, Newark Showground, Newark Gateway (the former Livestock Market and existing Lorry Park), and former NCC Depot), and sequencing throughout the various phases of any approved Newark Bypass. Traffic management and traffic congestion could be assisted through the completion of the Newark Southern Link Road (SLR) in advance of the commencement of work on the A46, a matter previously discussed.</p>	<p>The Applicant will continue to engage with Newark and Sherwood District Council, Nottinghamshire County Council and other key stakeholders relating to traffic management plans and interfaces with third party developments, if necessary, as the Scheme proposals develop. The Applicant has considered other schemes being constructed at the same time so that traffic can be managed during this busy period.</p> <p>The traffic modelling work that has been carried out for the 'do minimum' scenario accounted for the development of the Southern Link Road. It demonstrated that without improvements to the A46, even with the development of the Southern Link Road, there would still be significant delays on the A46, especially at the Cattle Market junction.</p> <p>When the Scheme is introduced, the delays are forecast to be reduced and the A46 journey times improved, demonstrating the benefits of the Scheme. Further information relating to traffic modelling is within the 7.4 Transport Assessment Report [APP-193].</p> <p>The Applicant has also submitted an Outline 7.7 Outline Traffic Management Plan which has been updated at Deadline 3 [REP3-026] as part of its Development Consent application. The Outline 7.7 Outline Traffic Management Plan REP3-026] provides details of how the construction works will be phased and how the proposed temporary traffic management measures, including closures and diversions, will be implemented for each phase of the Scheme. The Southern Link Road will not be used in the construction phase as a haul route due to its proximity to residential areas, therefore it is not included in the plans.</p> <p>The Southern Link Road is being delivered outside of this Scheme therefore the Applicant is not responsible for its delivery and cannot comment on when it is likely to</p>	Agreed	11/12/2024



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			<p><b>Delivery of other highways works</b></p> <p>As has already been highlighted, the District Council would stress the importance of timely delivery of other highways works, including the Newark SLR and the new A1 overbridge connecting the Newark Urban Area to Fernwood to the southeast. These pieces of infrastructure both have potential to cause delays on the network during their construction close to or within the A46 Bypass construction period. It is noted that once operational all of the highway works will help to address traffic congestion locally and unlock growth, in addition to the clearly identified national benefits. The SLR is of particular significance insofar as it will provide a southern link between the A46 and the A1, enabling vehicles destined for either route to exit Newark from the south instead of using the existing routes through the centre and accessing the roundabouts at Farndon/Cattle Market/Brownhills.</p>	<p>be completed, however, the Southern Link Road is also still being discussed as the Scheme develops and further information becomes available.</p> <p>The Outline 7.7 Outline Traffic Management Plan [ REP3-026] will be developed in consultation with the local highways authority and will aim to minimise disruption by construction traffic to the traveling public by ensuring safe means of travel either through escorting of non-motorised users or manned gated crossings. Construction methodology has already been considered in reducing the impact, such as the offline bridge deck construction for the new bridge crossing the A1. Also, construction operations at Cattle Market roundabout, Brownhills junction, Friendly Farmer roundabout and Winthorpe roundabout have been phased to keep traffic moving during the construction period.</p>		
21.	Communication		<p><b>Communication</b></p> <p>It will be necessary to effectively manage publicity to communicate progress on all highway schemes around Newark to keep local residents and other road users up to date. The Council welcomes the ongoing dialogue with National Highways and seeks commitment on communications and co-ordination, including appropriate use of technology to provide real-time updates and targeting multiple public and business audiences</p>	<p>The Applicant acknowledges the need for ongoing coordination of all public messaging and publicity of the Scheme and agrees to work collaboratively with the Newark and Sherwood District Council in coordinating public messaging.</p> <p>The Applicant will continue to engage regularly with representatives from Newark and Sherwood District Council to offer a means for the Applicant to seek the technical and local expertise of the Consultee on relevant design issues, and to support the development of a Statement of Common Ground which will be submitted to the Examining Authority during the course of the examination.</p>	Agreed	01/11/2024
22.	Impacts on assets (e.g.: utility / other transport / business / private)	<p>6.1 Environmental Statement - Chapter 12 Population and Human Health [APP-056]</p> <p>7.6 Equality Impact Assessment (EqIA) Screening [APP-195]</p>	<p><b>Winthorpe Primary School</b></p> <p>Members and local residents have raised concern about the impact construction work could have on Winthorpe Primary School due to access constraints linking the Winthorpe Road area of Newark via the underpass with the village of Winthorpe. This includes potential for a lower intake of new pupils into the reception year. The Council would like assurances that National Highways can confirm if buses will be used to transport pupils to the school from other areas and set out any other mitigation proposals required. The Council is willing to work with National Highways to explore appropriate solutions.</p> <p>01/11/2024 NSDC is of the understanding that the underpass will be closed for a period of 24 months during construction - Chapter 2 table 2-7 of the ES 'it would be disrupted for over 24 months'. Can National Highways please confirm if the underpass will remain open during construction</p> <p>Thank you for confirming that the route will remain accessible during construction.</p>	<p>6.1 Environmental Statement - Chapter 12 Population and Human Health [APP-056] and the 7.6 Equality Impact Assessment (EqIA) Screening [APP-195], Analysis and Monitoring detail the assessment of potential impacts from the construction and operation of the Scheme on community receptors, including the area of Winthorpe. The construction of the proposed Brownhills junction and the A46 dual carriageway will be phased such that access along Winthorpe Road including the footpath and cycle way will be maintained. The existing underpass will form part of the permanent right of way and will remain accessible throughout the construction period, therefore the need for additional transport to Winthorpe Primary School has not been identified.</p>	Agreed	09/12/2024
23.	Design	<p>2.2 Land Plans [AS-004]</p> <p>Chapter 2 The Scheme of the Environmental Statement [APP-046]</p>	<p><b>Newark Lorry Park</b></p> <p>The currently published preliminary design would result in permanent landtake of part of the existing operational Newark lorry park, reducing its overall capacity. Any reduction will affect revenue returns and, depending on extent, could lead to an unviable site capacity. Further, the proposed route will likely, based on advice the Council has received from its retained highway consultants (Tetra Tech), require the current lorry park access to be relocated further south. The Council would like to further understand the impacts of the Bypass proposals in terms of overall land take and any likely requirement to relocate the current Newark Lorry Park access further south. Negotiation on sequencing is also required, in order to ensure an operational lorry park during the Bypass works. Equally, the Council would like to understand the extent and timings of any temporary land-take required pre and post construction</p> <p>Position May 2023</p>	<p>The Applicant has undertaken regular meetings with Newark and Sherwood District Council, Nottinghamshire County Council and their technical consultants to review and discuss the impact of the Scheme on Newark Gateway Development. The outcomes of these discussions are as follows:</p> <p>The size of the Scheme Order Limits at the lorry park have been reduced so that it maintains viable site capacity.</p> <ul style="list-style-type: none"> <li>Permanent and temporary land requirements have been proposed, including permanent land required for future maintenance access, details of the land take required can be found within the 2.2 Land Plans [AS-004].</li> <li>Access to the lorry park will be maintained during construction, details can be found within Chapter 2 The Scheme of the Environmental Statement [APP-046].</li> </ul>	Agreed	16/10/2024

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		2.5 General Arrangement Plans [AS-007].	<p>The Council has instructed Town Legal and Lambert Smith Hampton to act on its behalf in negotiations in advance of any Development Consent Order to resolve such issues.</p> <p>Update: Weekly meetings are currently taking place between NSDC, NCC, and NH regarding this issue. If the Lorry Park remains in the current location - see above regarding Great North Road Option 1 signalised junction. Additionally, NSDC is currently exploring options for relocation of the Lorry Park - discussions are ongoing with local landowners. NSDC will continue to liaise with NH regarding any plans for relocation of the Lorry Park.</p> <p>Position August 2023</p> <p>Loss of lorry park parking spaces – NSDC is concerned that there will be a loss of revenue if the lorry park remains in the current location due to the loss of parking spaces.</p> <p>Lorry Park boundary treatment – If the Lorry Park remains in the current location (on Great North Road) NSDC would want to see the retention or replacement of soft landscaping, including trees, where possible.</p>	<p>– Access to the lorry park has been redesigned to provide a signalised junction, this can be found within the 2.5 General Arrangement Plans [AS-007].</p> <p>The new access from Great North Road has been designed for use by the lorry park. The Applicant has shared drawings with the Consultee showing the Scheme fence line and a 3m maintenance easement outside of this where permanent infrastructure can't be built, as the Applicant may need access to do maintenance works in the future. The Consultee has been developing a layout that will be used during construction and one following the permanent Order Limits provided. This will allow the lorry park to remain operational once the Scheme is completed.</p>		
24. a	Environment / Heritage	<p>6.1 Environmental Statement - Chapter 6 Cultural Heritage [APP-050]</p> <p>6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]</p> <p>6.2 Environmental Statement - Figure 11.5 - Noise Levels in the Do Minimum Opening Year [AS-059]</p> <p>6.2 Environmental Statement - Figure 11.6 - Noise Levels in the Do Minimum Design Year [AS-060]</p> <p>6.2 Environmental Statement - Figure 11.7 -</p>	<p><b>Winthorpe Conservation Area</b></p> <p>Landscape and setting impact on Winthorpe Conservation Area (CA) and listed buildings therein (notably Lowwood). The new bridge over the A1 and road section down to the Winthorpe junction results in <del>substantial</del> major adverse impact on the setting and significance of the Winthorpe CA. We deem this 'less than substantial' as defined in the NPPF. This is due to the bridge being brought closer to the heritage asset. Although the design includes some landscaping, the structure will still appear very engineered in its nature Proximity to Lowwood also is likely to lead to adverse visual and noise impacts.</p> <p>Screening by new woodland may cause harm by changing the setting of Lowwood. It would create a feeling of enclosure. Currently, the setting is open with glimpses of a wider setting.</p>	<p><b>Winthorpe Conservation Area</b></p> <p>The setting of Winthorpe Conservation Area is one of rural, agricultural countryside, bounded by modern road networks to the south and west. Views from the conservation area towards the existing road network are well screened by existing and mature trees and hedges. Noise impact from existing road networks is experienced close to the south and west boundaries of the conservation area.</p> <p>The addition of the A1/A46 Crossing and road section down to the Winthorpe Roundabout is considered to amount to less than substantial harm, in that it would impact only part of the conservation area and part of its setting and therefore would not amount to substantial harm. However, it is acknowledged that views of the bridge and additional noise impacts would result in a negative impact on the conservation area and to Lowwood in particular, where views towards the A1 are more noticeable than elsewhere in the conservation area.</p> <p>Mitigation to reduce any adverse effects will include substantial additional planting, particularly to the west, between Lowwood and the A1 in order to extend the parkland/woodland characteristic of the conservation area, and to provide a strong visual buffer in this location. As a result of this planting, any views of the new bridge should be reduced to glimpse views and the residual effect of permanent construction impacts on Lowwood (as a result of the completion of road building) is assessed as permanent slight adverse.</p> <p>In addition to this noise barriers to the A1/A46 crossing are to be installed to mitigate against any noise travelling from this bridge.</p> <p>Noise bunds along the widened A46 will also mitigate against noise impacts to the south of Winthorpe and additional planting here will soften the visual impact of these bunds.</p> <p>The proposed mitigation and assessment process was presented to NSDC in a meeting on 3<sup>rd</sup> May 2023, and the assessment was agreed with by NSDC's Senior Conservation Officer, on behalf of NSDC. This meeting was minuted and agreed by all attendees and invitees, including NCC and HE. With additional mitigation in place, it is considered that the impact on Winthorpe Conservation Area will be reduced to a permanent Slight Adverse effect.</p> <p>Further detail is provided within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050] and Figure 2.3 (Environmental Masterplan) of the ES Figures [AS-026]. With regards to Lowwood, no adverse noise impacts are expected. Further information regarding Lowwood and noise is presented within:</p>	Not Agreed	23/01/2025

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b		<p>Noise Levels in the Do Something Opening Year [AS-061]</p> <p>6.2 Environmental Statement - Figure 11.8 - Noise Levels in the Do Something Design Year [AS-062]</p> <p>6.2 Environmental Statement - Figure 11.9 - Short-term Noise Change [AS-063]</p> <p>6.2 Environmental Statement - Figure 11.10 - Long-term Noise Change AS-064]</p> <p>6.2 Environmental Statement - Figure 7.5 - Visual Impacts Plan (CAD) [APP-080]</p> <p>6.1 Environmental Statement - Chapter 7 Landscape and Visual Effects [APP-051]</p>	<p><b>Riverside heritage</b></p> <p>The riverside is an important feature of the Newark CA, and impact on river related heritage assets such as the Grade II* Fidler's Elbow Bridge is relevant. The quality of new development along North Gate is variable however, and it is considered there are no specific concerns of detrimental impact at this point.</p>	<ul style="list-style-type: none"> <li>- 6.2 Environmental Statement - Figure 11.5 - Noise Levels in the Do Minimum Opening Year [AS-059]</li> <li>- 6.2 Environmental Statement - Figure 11.6 - Noise Levels in the Do Minimum Design Year [AS-060]</li> <li>- 6.2 Environmental Statement - Figure 11.7 - Noise Levels in the Do Something Opening Year [AS-061]</li> <li>- 6.2 Environmental Statement - Figure 11.8 - Noise Levels in the Do Something Design Year [AS-062]</li> <li>- 6.2 Environmental Statement - Figure 11.9 - Short-term Noise Change [AS-063]</li> <li>- 6.2 Environmental Statement - Figure 11.10 - Long-term Noise Change AS-064]</li> </ul> <p>Retention of parkland trees and other existing vegetation has been achieved where possible. Proposals to the west and south of Lowwood include woodland between the property and A1 to the west and south-west. This woodland block would extend south and south-eastwards towards the widened A46 prior to opening up to grassland and standard trees to reflect the parkland character. Medium to large tree species will be considered in this location to reflect the current parkland trees in the area. Moving towards Winthorpe roundabout, both the design and the construction strategy have been developed to limit land take from the historic parkland landscape. Proposed planting includes a hedgerow with standard trees forming a new boundary between the parkland and the widened A46 soft estate beyond, which will include a landscape bund to aid screening of the widened A46 from Winthorpe and this parkland landscape from year 1, with greater screening value being achieved as tree and shrub planting on the bund matures overtime. The landscape design is shown on 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026] and the Landscape and Visual Impact Assessment is set out in 6.1 Environmental Statement - Chapter 7 Landscape and Visual Effects [APP-051].</p> <p><b>Riverside Heritage</b></p> <p>Riverside heritage including the clapper gates and grade II* Fiddler's Elbow bridge have been assessed within 6.1 Environmental Statement - Chapter 6 Cultural Heritage [APP-050] and 6.3 Environmental Statement – Appendix 6.1 Cultural Heritage Desk Based Assessment [AS-099], and 6.3 Environmental Statement – Appendix 6.3 Assessment of Cultural Heritage Effects During Construction of the Scheme [APP-134] and 6.3 Environmental Statement – Appendix 6.3 Assessment of Cultural Heritage Effects During Operation of the Scheme [APP-135].</p> <p>The grade II* Concrete Footbridge (MM038), locally known as Fiddler's Elbow bridge was assessed as experiencing temporary Moderate Adverse effect only amounting to less than substantial harm. It has been identified for structural monitoring during nearby construction works and this is secured under CH2 in Table 3-2 REAC of the First Iteration Environmental Management Plan [REP4-010] and Section 3 of the Archaeological Management Plan [REP2-062].</p>	Agreed	23/01/2025
25.	Cultural Heritage	<p>6.1 Environmental Statement - Chapter 6 Cultural Heritage [APP-050]</p> <p>3.1 draft Development Consent Order [APP-021]</p>	<p>NSDC confirmed to the Applicant via email on 29/01/2025 that they are in agreement to defer archaeology and built heritage aspects associated with the Archaeological Management Plan to NCC. NCC also noted that for future WSI's, NCC would be the lead authority for approving these documents.</p>	<p>The Applicant has discussed with NSDC and has amended both the Archaeological Management Plan and the draft DCO to reflect NCC being the lead authority for built heritage and archaeology elements of the Archaeological Management Plan. See row 22 of the Statement of Common Ground between the Applicant and Nottinghamshire County Council submitted at Deadline 5.</p>	Agreed [to be covered by NCC]	04/02/2025



Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
26.	Planting	6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026] 6.1 Environmental Statement - Chapter 7 Landscape and Visual Effects [APP-051]	(a) <u>Proposed planting at Winthorpe</u> Robust mitigation in terms of planting/trees remains a critical aspect of the proposals in the Winthorpe area. The parkland character between Lowwood and the Winthorpe Junction roundabout suggests that medium and larger trees will need to be considered.	Retention of parkland trees and other existing vegetation has been achieved where possible. Proposals to the west and south of Lowwood include woodland between the property and A1 to the west and south-west. This woodland block would extend south and south-eastwards towards the widened A46 prior to opening up to grassland and standard trees to reflect the parkland character. Medium to large tree species will be considered in this location to reflect the current parkland trees in the area. Moving towards Winthorpe roundabout, the design and construction strategy have been developed to limit land take from the historic parkland landscape, whilst maximising visual screening and landscape integration opportunities. Proposed planting includes a hedgerow with standard trees forming a new boundary between the parkland and the widened A46 soft estate beyond, which will include a landscape bund which will aid screening of the widened A46 from Winthorpe and this parkland landscape from year 1, with greater screening value being achieved as tree and shrub planting on the bund matures overtime. The landscape design is shown on 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026] and the Landscape and Visual Impact Assessment is set out in 6.1 Environmental Statement - Chapter 7 Landscape and Visual Effects [APP-051]. The design was presented to stakeholders for comment during quarterly Environmental Technical Working Groups throughout the outline design development; this is detailed within Section 7.4 of Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP-051].	Agreed	04/02/2025
			(b) <u>Proposed planting at Cattle Market</u> June 2024 The above comments are also applicable to the residential areas around Kelham Road adjacent to the Cattlemarket Flyover.	Further to discussions at Issue Specific Hearing 4 regarding the Applicant's proposals for planting around Cattle Market Junction, the Applicant had further discussion with NSDC during a meeting held on 23/01/25 where the Applicant's Landscape Lead gave a detailed account of the environmental design rationale for the area, including site constraints and opportunities for mitigation planting.	Not Agreed	24/02/2025
27.	Accessibility & integration (WCH routes / connections with other roads / connections with other modes / disabled travellers		<b>Rail infrastructure</b> Discussions between NSDC, National Highways, Network Rail, Lincolnshire County Council and Nottinghamshire County Council have led to the conclusion that the proposed approach in the vicinity of the Newark Flat crossing will not prejudice future rail improvements. However, it remains important to continue dialogue between all parties at key stages of the scheme's development, feeding into and shaping the priorities for addressing the flat crossing as a matter of national and regional importance.	The Scheme design does not preclude a future grade separation of the Nottingham to Lincoln Line over the East Coast Main Line and ongoing engagement will take place with Network Rail and the Department for Transport regarding this, where necessary.	Agreed	01/11/2024
28.	Accessibility & integration (WCH routes / connections with other roads / connections with other modes / disabled travellers Streets, Rights of Way and Access Plans [AS-006]	2.5 General Arrangement Plans [APP-008]	<b>Non-vehicular movements</b> In the last two years Nottinghamshire County Council has been successful in securing over £7m for on-road cycling improvements from the DfT's Active Travel Fund. As a result of this the County Council has invested heavily in cycling infrastructure in Newark. Between 2017 and 2020, the County Council secured over £1m (of its own and external funding) to deliver 2.5km of off-road segregated cycleway, 10.5km of on-road cycleway and cycle signage in Newark. These improvements provide greater connectivity for cyclist within Newark, particularly between the north of the town and the town centre. It is important to ensure that the proposed A46 scheme supports improved connections across the A46 and, ideally, offers enhancement. NSDC would reiterate the importance of continued dialogue with Nottinghamshire County Council on such matter to ensure both schemes are coordinated as much as possible.	Since statutory consultation the Applicant has continued to discuss walking, cycling and horse-riding movements across the A46 with relevant stakeholders. Details of the Scheme walking, cycling and horse-riding routes are provided in the 2.5 General Arrangement Plans [APP-008] and the Streets, Rights of Way and Access plans [AS-006]. This includes retaining and improving walking and cycling routes throughout the Scheme, as well as reducing severance between Winthorpe and south of the A46 via a crossing beneath the A46 alongside the A1 and new crossings provided over Winthorpe Roundabout.	Agreed	11/12/2024
29.	Accessibility & integration (WCH routes / connections with other roads / connections with other modes / disabled travellers		<b>Accessibility</b> The Scoping Report acknowledges that construction works will cause disruption to day-to-day activity in the area. It acknowledges that walking and cycling routes will be maintained or diverted as necessary. Ongoing dialogue with the Council and public regarding route changes and accessibility will be important in this respect.	Comment noted by the applicant.	Agreed	01/11/2024



Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
30.	Population and Human Health		<p><b>Crime and the fear of crime</b></p> <p>In response to previous consultations, Nottinghamshire Police highlighted opportunities to address crime through the design of the Scheme. The District Council concurs with the views of the Police and, in the ongoing development of this Scheme, encourage National Highways to explore opportunities to design-out crime, including enhanced provision of secure HGV parking. Given the continued investigation into the feasibility of relocating the existing Newark lorry park, this would appear to be a timely suggestion. NSDC, and no doubt the Police, would welcome opportunity to discuss this matter further.</p>	<p>During discussion with the Consultee the Applicant has undertaken review and amendments to the design proposals along the Great North Road and for the slip roads to Cattle Market roundabout jointly with technical advisers from the Consultee. In doing so the Applicant has agreed with the Consultee appropriate access requirements for the existing lorry park and has also presented proposals of the impact to the lorry park both during construction and in operation of the road. In doing so the Applicant believe they've shown that the secure HGV parking that the lorry park offers can be continued.</p>	Agreed	01/11/2024
31.	Other		<p>Investment in Automated Number Plate Recognition could be explored. Any additional equipment needs to be coordinated with Nottinghamshire Police to ensure that the systems are compatible</p>	<p>The Scheme would not be providing any new automated number plate recognition cameras; however, installation of this equipment could be coordinated during the construction period if Nottinghamshire Police wanted to provide some equipment of this type. All existing police automated number plate recognition cameras will be relocated; the National Technical Information Service cameras are redundant and will not be re-located.</p>	Agreed	01/11/2024
32.	Air Quality	<p>6.1 Environmental Statement - Chapter 5 Air Quality [APP-049]</p> <p>6.2 Environmental Statement - Figure 5.6 - Air Quality Monitoring Locations [AS-033]</p>	<p>NSDC Environmental Health welcomes the detailed air quality assessment information set out in the Preliminary Environmental Information Report (PEI Report) and also the design to prevent rather than mitigate issues with the construction phase. However, it is disappointing that no continuous monitoring has been carried out, particularly for PM given the lack of background monitoring data for it. We would strongly encourage this going forward.</p> <p>The applicant should continue to liaise with / consult Newark and Sherwood District Council's Environmental Health Team regarding air quality impacts / proposed mitigation.</p> <p>Position October 2024</p> <ol style="list-style-type: none"> <li>In terms of air quality, it would be good to have some real time monitoring or a contribution towards funding some. And the installation of monitoring stations</li> </ol>	<p>Position at Deadline 2 'Statements of Common Ground with Newark and Sherwood District Council' [REP2-026]:</p> <p>A Scheme specific diffusion tube monitoring survey for NO<sub>2</sub> (nitrogen dioxide) concentrations was undertaken to support the air quality assessment presented in 6.1 Environmental Statement - Chapter 5 Air Quality [AS-021]. This survey updated the Applicant's monitoring survey that had been undertaken previously in 2016 and supplements the local authority NO<sub>2</sub> monitoring undertaken within the area as there is minimal local authority monitoring along the A46. Monitoring was undertaken at 27 locations along the Scheme alignment and surrounding areas. The monitoring locations are shown in 6.2 Environmental Statement - Figure 5.6 - Air Quality Monitoring Locations [AS-033] in Environmental Statement. The monitoring locations are shown in 6.2 Environmental Statement - Figure 5.6 - Air Quality Monitoring Locations [AS-033] in Environmental Statement. The monitoring survey commenced in May 2022 and was completed in November 2022.</p> <p>Particulate matter monitoring was not required as the main pollutant emitted from road traffic is NO<sub>x</sub>. NO<sub>x</sub> (nitric oxides) is primarily made up of NO (nitric oxide) and NO<sub>2</sub> (nitrogen dioxide), the latter being of most concern due to its impact on human health and as such monitored by local authorities across the UK. NO<sub>2</sub> concentrations in the study area are well below the annual mean objective and as PM concentrations from road traffic are a magnitude lower than NO<sub>x</sub>, the assessment has demonstrated based on background PM data available from the Department for Environment, Food &amp; Rural Affairs shows that concentrations are low and the impact from the Scheme would not have a significant effect on PM. Therefore, no further PM monitoring is considered necessary.</p> <p>This is supported by the latest annual mean PM<sub>10</sub> concentration recorded by Newark and Sherwood District Council being 21.8µg/m<sup>3</sup>, which is well below the objective of 40µg/m<sup>3</sup>. This concentration was recorded on Portland Street in 2018, which is the year Newark and Sherwood District Council's PM<sub>10</sub> unit was destroyed in a road traffic collision. Newark and Sherwood District Council has not yet replaced the unit and as such 2018 is the latest year with PM<sub>10</sub> monitoring data available.</p> <p>Further details on the monitoring undertaken can be found in 6.1 Environmental Statement - Chapter 5 Air Quality [APP-049].</p> <p>Position at Deadline 5:</p> <p>Point 1 of the October 2024 position was discussed at Issue Specific Hearing 2. Paragraph 2.8 of NSDC's 'Written summaries of oral submissions made at the previous</p>	Agreed	22/01/2025

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
			<p>2. the air quality submission has been reviewed and broadly speaking we accept the findings. The main thing which we don't know about yet is the construction stage mitigation for things such as dust and vehicle movements as this is due to be submitted in the second iteration of the EMP.</p>	<p>Hearings' [REP4-045] also acknowledges that the proposed additional monitoring is not required. Therefore, the status of this issue has been changed to 'Agreed'. Point 2 of October 2024 position is a duplicate of Issue No. 51 of this Statement of Common Ground and is addressed below.</p>		
33.	Geology & Soils	<p>6.1 Environmental Statement - Chapter 9 Geology and Soils [APP-053]. 6.3 Environmental Statement - Appendix 9.1 Preliminary Sources Study Report (PSSR) (Atkins 2021) [APP-161] 6.3 Environmental Statement - Appendix 9.2 Contaminated Land Risk Assessment [APP-169] 6.3 Environmental Statement - Appendix 9.3 Agricultural Land Classification Report [APP-170]</p>	<p><b>Contaminated Land</b> Given the proposed use, the sensitivity in terms of human health is low, however section 10 of the PEI Report does consider elevated contamination identified in previous site investigation reports which NSDC Environmental Health doesn't have, namely:</p> <ul style="list-style-type: none"> <li>- Atkins (2021) A46 Newark Northern Bypass Preliminary Sources Study Report</li> <li>- Atkins (2021) A46 Northern Newark Northern Bypass Environmental Assessment Report Volume I Chapter 9 Geology and Soils</li> <li>- Atkins (2021) Technical Note GI: Summary of key Geological/Geotechnical Findings.</li> <li>- Atkins (2021) A46 Newark Northern Bypass – Agricultural Land Classification Survey Technical Note</li> <li>- Tetra Tech (2022) A46 North Newark Bypass Draft Factual Ground Investigation Report</li> <li>- Zetica UXO website (2022) risk mapping105.</li> </ul> <p>We would therefore request that copies of these are provided and submitted with the DCO application. Environmental Health welcomes the ground investigation which is to be carried out as part of the Environmental Statement.</p> <p>The Council welcomes the Scoping Report's acknowledgement that (para 10.6.3), any remediation works required to manage contamination risk will be agreed with Newark and 3 Sherwood District Council and Environment Agency. Remediation will need to be completed and verified before completion of the scheme. Acute risks to construction and maintenance workers resulting from short-term exposure to potentially contaminated soils/groundwater will be mitigated by the contractor, through appropriate design of the works and compliance with health and safety legislation.</p> <p>For contaminated land, it would appear that most of the reports have been supplied with links in the geology and soils issue 33. Following additional site investigation, generally speaking, it is accepted that the DCO assessment and the risk to human health for end users in low. However, we would still expect some validation of the mitigation of hotspots at WS46 and BH11 to ensure that they remain either at depth or beneath piling mat platform.</p>	<p>A detailed assessment of effects associated with contaminated land is contained within 6.1 Environmental Statement - Chapter 9 Geology and Soils [APP-053]. Previous site investigation reports have supported the assessment set out in Section 9.8 (Baseline Conditions) within 6.1 Environmental Statement - Chapter 9 Geology and Soils [APP-053]. Some of these technical reports referred to by the Consultee also form technical appendices where required to 6.1 Environmental Statement - Chapter 9 Geology and Soils [APP-053]. 6.3 Environmental Statement - Appendix 9.1 Preliminary Sources Study Report (PSSR) (Atkins 2021) [APP-161]. The Draft Factual Ground Investigation Report (TetraTech, 2022) is also contained in Appendix D of 6.3 Environmental Statement - Appendix 9.1 Preliminary Sources Study Report (PSSR) (Atkins 2021) [APP-161]. Some of these technical reports including (Atkins (2021) Technical Note GI: Summary of key Geological/Geotechnical Findings and Zetica UXO mapping) have informed and been referred to in Mott MacDonald's Ground Investigation Report which is contained in Appendix G of 6.3 Environmental Statement – Appendix 9.2 Contaminated Land Risk Assessment [APP-169]. However, the originals are not being appended as the Atkins (2021) A46 Newark Northern Bypass – Agricultural Land Classification Survey Technical Note has informed and been referred to in 6.3 Environmental Statement - Appendix 9.3 Agricultural Land Classification Report [APP-170]. Atkins (2021) A46 Northern Newark Northern Bypass Environmental Assessment Report Volume I Geology has also informed 6.1 Environmental Statement - Chapter 9 Geology and Soils [APP-053]. Since the statutory consultation additional ground investigation surveys have taken place and the results of these surveys have further informed both the assessment in and the supporting assessments. The Factual Reports associated with these investigations are included in Appendix D of 6.3 Environmental Statement - Appendix 9.2 Contaminated Land Risk Assessment [APP-161]. The Atkins (2021) documents, apart from the 6.3 Environmental Statement - Appendix 9.1 Preliminary Sources Study Report [APP-161] have been superseded and therefore will not be included in the application documentation. Whilst these documents will not be included, the application includes all relevant information. The Applicant is submitting a further Technical Note as part of Deadline 4 which is a Quantitative Risk Assessment for the contamination hotspots for WS46 and BH11.</p>	Agreed	16/10/2024

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34. a	Noise and Vibration	<p>6.1 Environmental Statement - Chapter 11 Noise and Vibration [APP-055]</p> <p>6.1 Environmental Statement 'ES' - Chapter 2 The Scheme [APP-046]</p> <p>6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]</p>	<p>October 2022 NSDC Scoping Opinion (Noise and Vibration)</p> <p>The Applicant should continue to liaise with / consult Newark and Sherwood District Council's Environmental Health Team regarding noise and vibration impacts / proposed mitigation.</p> <p><b>3<sup>rd</sup> February 2025</b></p> <p>Environmental Health were consulted on a number of applications for a residential caravan site at the Old Stable Yard. Acoustic reports submitted with these applications demonstrated that the site was exposed to significant noise from traffic, primarily on the A1 in close proximity to the site. Mitigation measures to reduce the impact of noise from the A1 would be of limited effect or not feasible to install and maintain. It was therefore recommended that permission for development of the site be refused on grounds of noise impact.</p> <p>Whilst the A46 was considered as a noise source in the earlier reports, its impact was minimal in comparison to that from the A1. The proposed dualling works will alter the layout of the A46, taking it nearer to the Old Stable Yard. Assessment by the applicant has demonstrated there will be no increase in noise levels arising from the development and is in fact predicted to result in a decrease, albeit small. Whilst the site will therefore be exposed to traffic noise, this is primarily from the A1 and will not be worsened by the proposed A46 dualling.</p>	<p><b>October 2022 NSDC Scoping Opinion (Noise and Vibration)</b></p> <p>The Applicant liaised and consulted Newark &amp; Sherwood District Council's Environmental Health Team regarding noise and vibration impacts and the proposed mitigation throughout the development of the Environmental Statement. Consultation details are provided within Section 11.4 of Chapter 11 (Noise and Vibration) of the Environmental Statement [APP-055].</p> <p>for the majority construction noise because this. Exceptionally, may exceed this level, but only for short periods so no and no further mitigation is required. While it is acknowledged that DMRB LA 111 includes provision to adjust the LOAEL value where it is proportionate and merited by local circumstances e.g. for highly noise sensitive receptors, the operational noise assessment is based on noise level change with/without the Scheme. On the basis that noise impacts at the Old Stable Yard site are predicted to be Negligible beneficial in both the short-term and long-term, a significant effect would not arise regardless of the LOAEL/SOAEL values selected for operational noise i.e. receptor sensitivity/ physical nature/ noise transferal characteristics in this instance cannot influence the assessment outcome which is that a significant effect would not arise and therefore no further mitigation is needed for the Scheme.</p>	Agreed	22/01/2025
b.			<p><b>34(b) - NSDC Statutory Consultation Response (Noise and Vibration; Speed Limit)</b></p> <p>The proposals for assessment contained in the EIA Scoping Report would appear appropriate. It is noted that local residents have raised concern about noise from road surfaces in the Winthorpe area. They are keen to understand the impact of the proposals in this regard and how such surfacing interacts with any speed limits proposed on the route.</p>	<p><b>34(b) - NSDC Statutory Consultation Response (Noise and Vibration; Speed Limit)</b></p> <p>Low noise surfacing is included throughout the Scheme as part of the Scheme design. In this context it is noted that noise arising from a stream of traffic has two main components. The first component is generated by the engine, exhaust and transmission systems of vehicles and is typically the dominant source of noise when traffic is travelling at fairly low speeds, or in a low gear. The second component of traffic noise is generated by the interaction of tyres with the road surface, and this is the dominant noise source when traffic is flowing freely at moderate to high speeds. Tyre noise levels depend on the tyre characteristics and the road surface roughness but always increase with vehicle speed in this speed range i.e. where low noise surfacing is most effective.</p> <p>For many noise sensitive receptors in Winthorpe, the A1 is the dominant source of noise and the noise level changes due to traffic changes on the A1 are negligible. While it is understood that the A1 does not currently incorporate low noise surfacing (control of noise emission from this source is outside the scope of the Scheme), cumulative levels from all highways, including the A1, have been considered as part of the assessment.</p> <p>6.1 Environmental Statement - Chapter 11 Noise and Vibration [APP-055] details the noise assessment undertaken for the Scheme. Mitigation in the form of noise bunds, low noise road surfacing and acoustic barriers have been incorporated into the Scheme design. The locations of these proposals are detailed in 6.1 Environmental Statement 'ES' - Chapter 2 The Scheme [APP and 6.1 Environmental Statement - Chapter 11 Noise and Vibration [APP-055] and are shown where appropriate in 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026].. Mitigation measures will control noise emission from the Scheme at all sensitive receptors, including in the Winthorpe area, in line with the <i>Design Manual for Roads and Bridges (DMRB) LA 111</i>, the Scheme's objectives, and the Applicant's objectives.</p>	Agreed	22/01/2025



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c.			<p><b>34(c) - Impact of vibration at Lowwood (16/10/24)</b> The Council has received an email from a concerned resident about the potential impact from vibration from the new road on a Listed property in Lowwood/Winthorpe.</p>	<p><b>34(c) - Impact of vibration at Lowwood (16/10/24)</b> It is noted operational vibration is scoped out in line with DMRB LA 111 guidance on the basis that a smooth road surface will be developed and maintained.</p>	Agreed	22/01/2025
d.			<p><b>Section 60 and 61 of the Control of Pollution Act 1974</b> NSDC have specific powers to control noise/vibration during construction under section 60 and 61 of the Control of Pollution Act (CoPA) 1974, and the statutory nuisance provisions in Part 79 of the Environmental Protection Act (EPA) 1990 Part 3,. Section 60 of the CoPA grants NSDC the power to serve a notice on the contractor specifying the plant to be used (or not used), the hours of working and the levels emitted from the site. Section 61 allows for the contractor to apply for 'prior consent' in advance detailing the works to be completed, the methods to be adopted, and the mitigation measures to be applied. If prior consent is granted, and the works are carried out in accordance with the application and any conditions included in the consent, a notice under section 60 cannot be served. Construction noise/vibration also falls under the more general statutory nuisance provisions of the EPA. If the construction noise/vibration is deemed to result in a statutory nuisance the Local Authority must serve an abatement notice setting out the works required to abate the nuisance. Demonstrating 'best practicable means' have been applied to control the noise/vibration is a defence under the EPA. NSDC would not require a Section 61 prior consent application for all the construction works, however, they would expect the contractor to consider an application for works outside of normal daytime hours, particularly noisy works and works in very close proximity to sensitive receptors. NSDC request that a commitment is made in NV1 of the FIEMP to the Noise and Vibration Management Plan (NVMP) setting out that the use of Section 61 applications will be agreed with NSDC.</p>	<p><b>Section 60 and 61 of the Control of Pollution Act 1974</b> As per Appendix A of the Consents and Agreements Position Statement [APP-023], construction activities may be subject to an application under Section 61 of the Control of Pollution Act 1974, if proposed by the Principal Contractor in coordination with the Local Authority.</p>	Agreed	22/01/2025
e.			<p><b>Working hours</b> NSDCs standard construction hours are 07:30-18:00 Monday to Friday and 08:00-13:00 on Saturdays'. NSDC request that commitment G2 in the FIEMP regarding core hours is amended to match these. NSDC is awaiting confirmation (from National Highways) of construction activities taking place between 7:00am and 7:30am weekdays. NSDC agrees to amend Saturday hours to 8:00am – 14:00am. National Highways has agreed to submit construction activities between 7:am and 7:30am in writing to NSDC. Subject to agreeing the activities to be undertaken, NSDC agree to Core construction working hours being between 07.00 and 18.00 on weekdays and from 08.00 to 14.00 on Saturdays. 09/01/2025 – Current position Noise and Vibration (proposed working hours during construction) In terms of the working hours, no information has been provided regarding what activity would be taking place during the start of the period where NSDC has concerns over noise impact. It is also fairly imprecise, with vague statements such as: "as far as is reasonably practicable" "if practicable" Certain other specific construction activities would require extended working hours for reasons of engineering practicability. These activities include, but are not limited to, major concrete pours and piling work. The general noise and vibration section seems ok, but again, NSDC had hoped National Highways would start to indicate which (or both) of the stated controls</p>	<p><b>Working hours</b> The Applicant is updating the draft DCO to include revised working hours on Saturdays from 08:00 – 13:00 as well as including details of those activities to be permitted and excluded between 07:00 07:30 on weekdays. Requirement 5 in Part 1 of Schedule 2 of The Draft Development Consent Order was revised for Deadline 4 [REP4_06] with the following amendments and additions made: The working hours in 5(1) have been amended from 07:00 to 13:00 on Saturdays to 08:00 to 13:00. Prior written consent has been added to 5(2) for working hours outside the core hours for those items listed in (a) to (f). 5(3) has been added to separate planned works from those associated with emergency, maintenance, security. 5(5) and 5(6) added to reflect the introduction of written consent in 5(1). National Highways are aware that NSDC have concerns over the activities that would be taking place between 07:00 and 07:30 and can confirm the following: Activities permitted between 07:00 and 07:30 i) Staff and workforce personnel arriving to the main offices and satellite offices. ii) Activities associated with personnel welfare and safety, including washing, changing into PPE. iii) Activity briefings, safety briefings, including toolbox talks. Activities precluded between 07:00 and 07:30 (not restricting those activities listed in 5(2)a) to 5(2)f and 5(3)a to 5(3)f to l) in Part 1 of Schedule 2 of The Draft Development Consent Order):</p>	Agreed	22/01/2025

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f.			<p>are to be put in place. This will, however, be picked up in the noise management plan/ 2<sup>nd</sup> iteration management plan. NV5 - NSDC expect the locations where this is likely to be the case to be known and identified as such.</p> <p><b>Q12.0.1 of the Examining Authority's Second Round of Written Questions - Bridge House Farm and Old Stable Yard</b> 3<sup>rd</sup> February 2025</p> <p>Environmental Health were consulted on a number of applications for a residential caravan site at the Old Stable Yard. Acoustic reports submitted with these applications demonstrated that the site was exposed to significant noise from traffic, primarily on the A1 in close proximity to the site. Mitigation measures to reduce the impact of noise from the A1 would be of limited effect or not feasible to install and maintain. It was therefore recommended that permission for development of the site be refused on grounds of noise impact.</p> <p>Whilst the A46 was considered as a noise source in the earlier reports, its impact was minimal in comparison to that from the A1. The proposed dualling works will alter the layout of the A46, taking it nearer to the Old Stable Yard. Assessment by the applicant has demonstrated there will be no increase in noise levels arising from the development and is in fact predicted to result in a decrease, albeit small. Whilst the site will therefore be exposed to traffic noise, this is primarily from the A1 and will not be worsened by the proposed A46 dualling.</p>	<ul style="list-style-type: none"> <li>- Start up or use of construction plant.</li> <li>- Loading and unloading of construction vehicles</li> <li>- Material deliveries</li> </ul> <p><b>Q12.0.1 of the Examining Authority's Second Round of Written Questions - Bridge House Farm and Old Stable Yard</b></p> <p>The Applicant confirmed that during the entirety of the construction works, the predicted noise level at the representative receptor nearest to the Old Stable Yard GRT site is below LOAEL. This means that the noise from construction will be less than the noise level currently experienced at these locations, with the exception of resurfacing works which will not impact any particular receptor for prolonged periods of time and on this basis a significant effect will not arise.</p> <p>The Applicant further confirmed that the noise level change during operation is predicted to be Negligible beneficial in both the short-term and long-term.</p> <p>In relation to setting the Lowest Observable Adverse Effect Level (LOAEL)/Significant Observable Adverse Effect Level (SOAEL) values, DMRB LA 111 sets out an approach for the assessment of construction noise (utilising the BS 5228-1:2009 +A1:2014 'Example Method 1 - ABC Method' calculation methodology to establish LOAEL/SOAEL thresholds) and operational noise effects at sensitive receptors. The following are noted:</p> <ul style="list-style-type: none"> <li>• For construction noise, LOAEL for the Scheme reflects the existing baseline (ambient noise level currently experienced at the site). Considering that the noise level experienced at a particular location during construction could never be lower than the noise level experienced at the same location without construction, it would be unreasonable to set LOAEL any lower than the existing baseline (as this could mean LOAEL is exceeded even in the absence of construction activity). Accordingly, receptor sensitivity does not factor in to setting the LOAEL value for the Scheme (and could not have resulted in a lower value).</li> <li>• For operational noise, it is acknowledged that DMRB LA 111 includes provision to adjust the LOAEL value where it is proportionate and merited by local circumstances e.g. for highly noise sensitive receptors. The operational noise assessment nonetheless is based on noise level change with/without the Scheme. Noise impacts with the Scheme in the short term where noise levels increase by 3 dB or more (Moderate/Major impact) for receptors above the LOAEL or at least by 1 dB (Minor impact) for receptors at or above the SOAEL would be considered to be potentially significant, subject to review of additional factors (which include the magnitude of change with respect to minor and moderate boundaries, the magnitude of impact in the long-term and short-term, the consideration of absolute noise levels with respect to the LOAEL and SOAEL, the location of noise sensitive parts of the receptor, the acoustic context, and the perception of change). On the basis that noise impacts at the Old Stable Yard site are predicted to be Negligible beneficial in both the short-term and long-term, a significant effect would not arise regardless of the LOAEL/SOAEL values selected for operational noise i.e. receptor sensitivity in this instance does not change the outcome which is that a significant effect would not arise.</li> </ul> <p>Regarding the proposed mitigation measures at Bridge House Farm and the dog kennels, the Applicant notes that these owners have discussed their concerns with the Applicant relating to the nature of their business. The mitigation measures in this location are therefore a bespoke accommodation works package regarding the particular business use, rather than mitigation measures to be provided as an outcome of the noise assessment (construction assessment indicates no significant effect and is identical to the Old Stable Yard/ operational assessment indicates no significant</p>	Agreed	22/01/2025

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				effect, having negligible beneficial and negligible adverse impacts in the short and long term respectively). The Applicant confirms these measures do not form part of the noise mitigation strategy and are not factored in when reaching the conclusion that a significant effect would not arise at the Old Stable Yard location.		
35.	Landscape & Visual		<p><b>Great North Road</b></p> <p>Visual interruption of the landscape at the Cattle Market Roundabout, being an important entrance to the town, resulting in impact on key views along Great North Road. Great North Road is an important historic route. The tree lined avenue on the approach to Castle Station is an important feature.</p> <p>01/11/2024 NSDC dispute National Highway's response to this matter. The trees to the west (Kelham Road side) are being felled so it wouldn't be unaffected. Trees Castle House side wouldn't remain an unaffected approach. Fig 2.3 Environmental Masterplan Sheet 3 of 7</p>	<p>The Applicant has acknowledged the visual impact associated with the proposed grade separated junction at Cattle Market Junction within Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP-051]. Efforts have been made to reduce the visual interruption of the junction within the constraints available including keeping vertical elements such as lighting columns at grade only, seeking to echo colour palettes of the neighbouring Smeaton's Arches within the retaining wall facing-including the introduction of a red band on the lower sections of the structure, and also seeking to reinstate vegetation lost on the existing roundabout which would aid landscape integration and over time help to break up the massing of the structure in views along Great North Road as well as offering screening value from local residents at Sandhills Park. The design was presented to stakeholders for comment during quarterly Environmental Technical Working Groups throughout the outline design development; this is detailed within Section 7.4 of Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP-051].</p>	Not Agreed	20/02/2025
36.	Landscape & Visual / Heritage Impact	<p>Figure 7.5 (Visual Effects Plan) of the Environmental Statement Figures [AS-041]</p> <p>6.1 Environmental Statement - Chapter 6 Cultural Heritage [APP-050]</p> <p>6.5 Environmental Statement - First Iteration Environmental Management Plan [APP184].</p> <p>6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]</p>	<p><b>Flyover</b></p> <p>Landscape visual assessment of the flyover in the context of heritage assets, notably high grade, within Newark, Winthorpe and Kelham is also needed, among other things, as:</p> <ul style="list-style-type: none"> <li>- It is recognised that the flyover will significantly disrupt landscape views, but new views of the townscape will be offered from raised areas. A detailed evaluation of these matters is needed.</li> <li>- The new ASI building at the former Cattle Market now presents a different visual receptor than solely the current lorry park character of the site affords</li> <li>- On approach from Muskham along Smeaton's Arches (Georgian era causeway bridge), the flyover will present a significant obstruction to views of the Castle and St Marys Church</li> </ul> <p>Physical impact on the Grade II listed Smeaton's Arches, which may include partial removal/widening of the arches closest to the roundabout, is likely to be harmful in heritage terms</p>	<p>The Applicant confirms that the landscape and visual impact assessment, as detailed in Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP-051], assesses the impacts on changes in view from the perspective of road users. Heritage assets are not considered visual receptors in their own right, under DMRB LA107 assessment criteria.</p> <p>Long views of Newark-on-Trent are largely screened by trees, both by those along the roadside and by those in the distance. Nonetheless, the grade separation would be conspicuous and may well alter views of the church on the approach to Newark-on-Trent. The castle is visible once south of the roundabout and therefore views of the castle on the approach into Newark-on-Trent would remain unaffected. Appendix 7.2 (Visual Baseline and Impact Schedules) of the ES Appendices [APP-137] of the Environmental Statement [AS-041] provides descriptions of the change in view for road users moving south along Great North Road. The road and roadside vegetation dominate views from the Great North Road. Occasional breaks in roadside vegetation allow brief, oblique views over adjacent pasture and glimpsed views of St Mary Magdalene Church, Newark. Whilst vegetation clearance for the Scheme would open up views to the road, a slight adverse effect is predicated upon the road users of Great North Road (Viewpoint 25).</p> <p>Design of the structure has sought to acknowledge the significance of Smeaton's Arches, without competing with them, through the use of buff facing bricks, with a red brick line to reflect the height of the wall to the arches. It is also acknowledged that in order to accommodate the slip road north of the roundabout, there would be some loss to and impact on Smeaton's Arches in heritage terms. However, it has been acknowledged that this loss would be restricted to the 1922 rebuilt section of the arches, and all due recording, monitoring and appropriate rebuilding would be undertaken, so as to minimise that impact. Further details are contained within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050] and the First Iteration Environmental Management Plan [REP4-010].</p> <p>With regards to Smeaton's Arches, consultation has taken place on how to minimise the unavoidable impact on the historic fabric of the structure and how best to reconstruct the impacted section of the arches.</p> <p>Collective value has been considered for all heritage assets including those discovered during geophysical survey as well as the previously known Civil War and Paleolithic sites. Impacts on heritage assets within and including Newark-on-Trent, Winthorpe and Kelham have been considered and assessed, with impacts and mitigation needs</p>	Not Agreed	20/02/2024



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		6.1 Chapter 7 Landscape and Visual Effects [APP-051]		accordingly identified in 6.1 Environmental Statement - Chapter 6 Cultural Heritage [APP-050]. Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP051] provides a detailed assessment of the visual impacts. However, the assessment considers only existing receptors and does not consider the potential impacts to future visual receptors.		
37.	Landscape & Visual	6.1 Chapter 7 Landscape and Visual Effects [APP051] 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]	<b>Winthorpe Open Break</b> As previously highlighted, the area of open countryside that lies between the built-up area of Newark and the village of Winthorpe is identified in local planning policy (Allocations & Development Management Policies DPD: NUA/OB/1) as the Winthorpe Open Break. The A46 proposals on either side of the new A1 overbridge, will impact significantly upon this open break. This should continue to be regarded as a highly relevant matter in National Highways design of the scheme. However, it is important to emphasise that there are no statutory landscape designations here and indeed the Winthorpe Open Break is not protected for landscape value reasons. The purpose of the Open Break designation is to retain the identity and characteristics of individual settlements.	The Landscape and Visual Impact Assessment for the Scheme presented in 6.1 Chapter 7 Landscape and Visual Effects [APP051] acknowledges the impact upon Winthorpe Open Break. Whilst built infrastructure will incur into the Open Break, efforts have been made to provide extensive planting to aid landscape integration and reduce visual intrusion associated with built infrastructure in this area where deemed appropriate, whilst in other areas seeking to reduce impacts of the Scheme whilst also keeping an open character to the south of Winthorpe in parkland adjacent to the existing A46, where feasible.	Agreed	04/02/2025
38.	Landscape & Visual		<b>Landscape and Visual Impact Assessment</b> The Council acknowledges and welcomes reference to policies in the Newark and Sherwood Amended Core Strategy in relation to landscape character: Core Policy 12 Biodiversity and Green Infrastructure; Core Policy 13 Landscape; and Core Policy 14 Historic Environment. Confirmation by the Scoping Report that a detailed Landscape and Visual Impact Assessment (LVIA) will be produced as part of the ES is welcomed. It is acknowledged that this will address all visual receptors with the potential of experiencing effects of the scheme. Receptors include residential properties, Public Rights of Way, road users, businesses and recreational facilities. At this scoping stage, the potential visual receptors have been identified through desk top study. The scope of the visual receptors will be reviewed during further assessment, taking into consideration scheme design development and the findings of field studies. This approach is welcomed and supported.  June 2024 - Post DCO submission  There appears to be a lack of information (in particular visuals) on visual receptors in the submitted scheme. NSDC would request that more detailed visuals are provided to assist the Council assess the impact of the A46 scheme on the surrounding area, including residential properties.  The Council is concerned regarding the visual impact of the Cattlemarket flyover on properties on and around Kelham Road (Sandhills Park and Sandhills Close). We would request appropriate mitigation in the form of soft landscaping to be agreed with NSDC.	A series of additional visualisation and wireframe images have been produced during Examination, including from the perspective of residents at Sandhills Park. These were presented and discussed at Issue Specific Hearing 4, with the Applicant providing additional visualisations at the request of NSDC and the Examining Authority which were submitted at Deadline 4.  The Applicant responded to NSDC's concerns regarding mitigation during the Issue Specific Hearing 4; these discussions are documented under item 4.1.4 of the Applicant's Summary of the Issue Specific Hearing 4 (ISH4) - Rev 1 [REP4-034].	Agreed	04/02/2025
					Not Agreed	20/02/2025
39.	Heritage		<b>Heritage</b> Wider visual impact on the setting and significance of listed buildings and Newark CA. Inter-visibility of Kelham Hall with Newark heritage assets and Smeaton's arches along road network, experience of traversing local footpath network, views between local landmarks such as the Castle, St Marys and Church of All Saints in Winthorpe etc.  Submission of additional photomontages may address NSDC's concerns and alter this position.	The Applicant has assessed the contribution of setting to the significance of listed buildings; this is documented in Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050]. Site visits were undertaken by the Applicant in February 2023 to inform the assessment and 'wider views' and 'intervisibility' were not noted as overt elements of setting which contributed to the significance of these assets at this time. Therefore, assets and the contribution of setting to their significance, were assessed individually. Furthermore, setting, wider views and intervisibility are not designated elements in and of themselves and so cannot be assessed as such. Setting is only assessed in so far as it contributes to the significance of designated heritage assets.	Not Agreed	20/02/2025



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			<p>Our position still remains the same on this matter. We still have concerns about visual impact and consider that it has not been demonstrated that this will be satisfactorily mitigated.</p>	<p>A series of additional visualisation and wireframe images have been produced during Examination, including from the perspective of users of Great North Road looking towards Newark. These were presented and discussed at Issue Specific Hearing 4, with the Applicant providing additional visualisations at the request of NSDC and the Examining Authority which were submitted at Deadline 4. The Applicant responded to NSDC's concerns regarding mitigation during the Issue Specific Hearing 4; these discussions are documented under item 4.1.4 of the Applicant's Summary of the Issue Specific Hearing 4 (ISH4) - Rev 1 [REP4-034]. Following discussions at Issue Specific Hearing 4, the Applicant engaged with Newark and Sherwood District Council during a meeting held on 23 January 2025 where the Applicant's Landscape Lead gave a detailed account of the environmental design rationale for the area, including site constraints and opportunities for mitigation planting</p>		
40.	Biodiversity	6.1 Environmental Statement - Chapter 8 Biodiversity [APP-052]	<p><b>Habitats</b> Concern is raised regarding the impact the A46 scheme would have on biodiversity, in particular Local Nature Reserves, Local Wildlife Sites (LWS), and Priority Habitats. Section 9 of the PEI Report indicates: During construction:</p> <ul style="list-style-type: none"> <li>- The scheme has the potential to cause damage and the loss of habitats within LWSs. Nine LWSs, designated as SINC, are located within draft Order Limits</li> <li>- There is the potential for priority habitat, non-priority habitat and veteran and notable trees to be damaged or lost as a result of the construction activities and vegetation clearance required for the scheme. Additional indirect impacts may also impact habitats through airborne pollution, run-off and compaction of root systems</li> <li>- Vegetation clearance to facilitate construction and temporary construction compounds could result in the permanent and temporary loss of habitats for protected and notable species</li> <li>- Night works could directly disturb nocturnal species such as bats, badger, barn owl and terrestrial invertebrates as a result of increased lighting pollution, noise and vibration. This disturbance could potentially contribute to the displacement of a number of species from the area</li> </ul> <p>During operation:</p> <ul style="list-style-type: none"> <li>- Potential impacts from traffic emissions could lead to increased levels of nitrogen deposition at the LWSs and adversely impact sensitive habitats, veteran trees and species</li> <li>- Once operational, the scheme would result in the permanent fragmentation of habitats of biodiversity value. In the absence of mitigation, the permanent fragmentation of habitat suitable to support protected and notable species has the potential to adversely affect individual species and their conservation status</li> </ul> <p>Any permanent increase in artificial lighting could adversely affect protected species including bats, barn owl and terrestrial invertebrates. Any potential changes in the drainage regime as a result of all options have the potential to damage GCN, otter and water vole habitat. The creation of a new flyover across a potential bat and barn owl commuting route could result in bat and barn owl mortality from collisions with traffic. Core Policy 9 of Newark and Sherwood Amended Core Strategy seeks to protect and enhance the biodiversity of the district by working with partners to implement the aims and proposals of the Nottinghamshire Local Biodiversity Action Plan, the Green Infrastructure Strategy and the Nature Conservation Strategy. The Council is a member of the Nottinghamshire Biodiversity Action Group (NBAG) which includes a range of partnering agencies and local community groups, including Nottinghamshire</p>	<p>The Scheme design adheres to the principles of the design and mitigation hierarchy outlined in the standards for highways document of the Design Manual for Roads and Bridges LA-104 - Environmental Assessment and Monitoring. The first principle of this document is to avoid potential adverse effects where possible, before seeking to minimise or mitigate any unavoidable impacts. This has formed a well-developed embedded and essential mitigation strategy. A detailed assessment of the likely significant effects on biodiversity receptors is contained within 6.1 Environmental Statement - Chapter 8 Biodiversity [APP-052].</p>	Agreed	16/10/2024

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			<p>County Council and Notts Wildlife Trust. NBAG has recently published a detailed Biodiversity Opportunity Map (BOM) of the district which can be viewed on their website. This is a useful tool which should be used to inform future biodiversity enhancement projects in the district</p> <p>Following further review of 6.1 Environmental Statement – Chapter 8 Biodiversity [APP-052] and discussions under Agenda Item 3 'Biodiversity' during Specific Hearing 4 on Thursday 05 December, NSDC are of the view that whilst there are potential adverse impacts on designated sites, habitats and species, the evolution of the scheme design has followed the mitigation hierarchy appropriately, and acknowledges that the process does not necessarily mean that potential adverse impacts will always be avoidable. Therefore, NSDC is now in agreement with the Applicant with regard to this matter.</p>			
41.	Biodiversity	<p>6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]</p> <p>6.1 Environmental Statement - Chapter 8 Biodiversity [APP052].</p> <p>6.2 Environmental Statement - Figure 8.4 - Planting for Loss of Local Wildlife Site Habitats [APP-045]</p>	<p>The Council is aware that Nottinghamshire County Council's Conservation Team has also raised concern about the adverse impact on biodiversity arising from the scheme proposals. NSDC supports NCC's recommendations with regard to robustly applying the mitigation hierarchy in the delivery of the scheme (i.e., by avoiding impacts in the first instance), and seeking opportunities to enhance biodiversity through the design of the flood alleviation scheme.</p> <ul style="list-style-type: none"> <li>- The scheme will inevitably lead to the loss of Local Wildlife Site habitat contained within the Great North Road Grasslands LWS 2/778 at the Cattle Market junction. Unfortunately, these losses are compounded by the location of attenuation basins within two parts of this LWS. Given that there appear to be other places within the scheme boundary in the immediate vicinity of the junction which are not covered by LWS designation, the attenuation basis should be moved to minimise impacts on designated sites caused by the scheme and correctly apply the mitigation hierarchy (i.e., by avoiding impacts in the first instance).</li> </ul> <p>The Applicant's stated position on this item is primarily associated with direct discussions with Nottinghamshire County Council's (NCC) ecologist and not NSDC. However, whilst for the purpose of this response we have not critically reviewed the drainage information as this is a separate discipline to ecology and biodiversity matters, we see no reason why the Applicant's summary explanation as to why the surface water attenuation basins cannot be located outside of the Local Wildlife Site should not be relied upon (i.e., The Applicant's stated position in the second paragraph of Item 39 of the Statement of Common Ground with NSDC). Also, during the hearing on 05 December, the applicant provided examples of how design had sought to minimise impacts on the Great North Road Grasslands Local Wildlife Site and as stated under Item 38, NSDC's view now is that the mitigation hierarchy has been followed appropriately. Therefore, whilst acknowledging that NCC might have a different professional opinion on this, NSDC are in agreement with the Applicant with regard to this matter.</p>	<p>The Scheme design adheres to the principles of the design and mitigation hierarchy outlined in the standards for highways document <i>Design Manual for Roads and Bridges LA 104 - Environmental Assessment and Monitoring</i> and within 6.1 Environmental Statement - Chapter 8 Biodiversity [APP052]. The first principle is to avoid potential adverse effects where possible, before seeking to minimise or mitigate any unavoidable impacts. This has formed a well-developed embedded and essential mitigation strategy.</p> <p>The Applicant has discussed the partial permanent loss of Local Wildlife Site habitat, including the Great North Road Grasslands Local Wildlife Site at Cattle Market Junction, with the County Ecologist. Re-locating the basins outside of the Local Wildlife Site would require direct run-off against the natural fall of the land as well as the highway, which in turn would lead to piped runs at unrealistic depths or swales having to be raised higher to allow flows to be conveyed towards the basin. The basins are therefore still proposed within the Local Wildlife Site developed to ensure nature-based solutions are maximised wherever practicable. A compensation package has been designed to provide a greater area of the equivalent habitat type to that lost within each Local Wildlife Site as detailed in 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026] and 6.2 Environmental Statement - Figure 8.4 - Planting for Loss of Local Wildlife Site Habitats [APP-045].</p>	Agreed	16/10/2024
42.	Floodplain	6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]	<p>The borrow pit and floodplain compensation areas provide an opportunity to create new floodplain habitat on at least some of the land identified. With careful design, wet grassland (to include ditches, pools and scrapes) can be created, providing habitat for things like breeding waders and wintering wildfowl, whilst allowing ongoing farming practices through grazing. Marsh and swamp, reedbed and ponds should also be considered. As part of the design, public access should be provided, where possible, in such a way that does not impinge on farming activities or that would lead to disturbance of wildlife.</p>	<p>Farndon East and Farndon West are proposed as floodplain compensation area sites. Farndon West would also provide essential mitigation in the form of habitat creation, enabling multiple benefits. The design principles for these areas are to create highly distinctive habitats that complement local biodiversity whilst also being appropriate to floodplain conditions and allow high confidence in successful establishment. The environmental design for these areas including the essential mitigation measures can be seen on 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026].</p> <p>The main habitats within Farndon West floodplain compensation area include a network of ponds and reedbeds surrounded by marsh and wet grassland with individual trees, as well as an area of floodplain grazing marsh, together with fringe areas of species-rich grassland and planting of individual trees. Habitat in the form of marsh and</p>	Under Discussion	16/10/2024

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			NSDC is awaiting confirmation from the Environment Agency that the proposed flood mitigation is satisfactory.	<p>wet grassland around the edges of the lake in Farndon East floodplain compensation area would also be provided. For these areas in particular, public access is not provided in order to maximise the biodiversity value of the areas (reducing stresses presented by public use, such as dog walking) and also to reduce health and safety risks posed by ponds (former borrow pits which would hold standing water).</p> <p><b>Update pre-Deadline 6:</b> Following a meeting held with NSDC and NCC on 29 January 2025 to update the team on the recent conversations with the Environment Agency, the Environment Agency confirmed to the Applicant on 12 February 2025 that they are satisfied that the updated Hydraulic Modelling Technical Note and associated model output data (provided to the Environment Agency pre-Deadline 6) provides sufficient evidence that some of the small, localised increases in modelled water levels are due to modelling precision errors and boundary effects. The Environment Agency confirmed that they are satisfied with the evidence provided to support this case. On this basis, the Environment Agency confirmed they are satisfied that there are no outstanding concerns with the second part of the Exception Text. This has been reflected in the Statement of Common Ground between the Applicant and the Environment Agency, submitted at Deadline 6. Following email confirmation from the Environment Agency on 12/02/2025 confirming they are satisfied with the updated Hydraulic Modelling Technical Note [REP5-056] this has been appended to the Flood Risk Assessment for completeness and will be submitted into Examination at Deadline 6.</p>		
43.	Biodiversity Net Gain	<p>6.3 Environmental Statement - Appendix 8.14 Biodiversity Net Gain Technical Report [APP-159]</p> <p>6.1 Environmental Statement - Chapter 8 Biodiversity [APP-052]</p>	<p><b>Biodiversity Net Gain</b></p> <p>In accordance with the Environment Act 2021, the District Council would support a minimum 10% net gain for biodiversity for the scheme and would welcome discussions and proposals as to how this would be delivered.</p>	<p>The Scheme would result in a predicted overall net gain in biodiversity. However, 10% net gain is not expected to be a requirement for development consent applications until 2025 and is therefore not a legal requirement for this Scheme.</p> <p>The Scheme environmental design has sought to create a range of habitats similar to those already present on site and affected by the proposals. This would include habitats of higher biodiversity where possible, for example a species rich grassland is proposed where much of the existing grassland is species poor. The highway drainage has also been designed to provide swales and ponds of value to nature.</p> <p>Further details can be found within 6.3 Environmental Statement - Appendix 8.14 Biodiversity Net Gain Technical Report [APP-159] and 6.1 Environmental Statement - Chapter 8 Biodiversity [APP-052].</p>	Agreed	12/12/2024
44.	Road Drainage and the Water Environment	<p>Chapter 3 of the 5.1 Consultation Report [APP-028]</p> <p>6.3 Environmental Statement - Appendix 13.2 Flood Risk Assessment [APP-177]</p>	<p><b>Flood risk and drainage</b></p> <p>As National Highways is aware, there is a high level of flood risk associated with large swathes of the land surrounding the A46 corridor between Farndon and the A1. Therefore, the incorporation of a flood mitigation scheme in this location is welcomed; the detail of this scheme will be critical. It will be important to continue dialogue with the Environment Agency, Lead Local Flood Authority (Notts CC), and NSDC as the scheme progresses to ensure flood risk is fully considered and robustly mitigated. With regard to biodiversity enhancement, it would also be helpful to involve Nottinghamshire County Council's Conservation Team in the design process.</p> <p>Further to the north of the project area, flood risk mapping indicates a much lower level of risk. This matter is regarded as significant in the process of considering potential design solutions that might mitigate against or lessen the impacts of development on the village of Winthorpe. Local residents are particularly concerned about flooding at the Fleet at Winthorpe and around the showground roundabout. Questions have been raised regarding the capacity of the attenuation ponds. The Council would encourage National Highways to directly liaise with Trent Valley Internal Drainage Board in this respect.</p>	<p>A Flood Risk Assessment has been conducted within 6.3 Environmental Statement - Appendix 13.2 Flood Risk Assessment [APP-177] and a mitigation scheme has been developed that is described in the Flood Risk Assessment to ensure that the Scheme does not increase the susceptibility of local receptors to flooding.</p> <p>This mitigation scheme has a reduced footprint to that shown during statutory consultation, with further details provided on proposed floodplain compensation areas at Kelham and Averham, Farndon West and Farndon East floodplain compensation areas. The floodplain compensation area adjacent to Brownhills Junction proposed at statutory consultation has been removed from the Scheme. The Brownhills floodplain compensation area was proposed to cater for mitigating floodplain lost between 8-10m above ordnance datum ground elevations. This mitigation would now be provided at Farndon East floodplain compensation area, which is a more suitable site due to its hydraulic connectivity to local watercourses.</p> <p>The attenuation basins have been sized to discharge to the watercourses at a restricted rate agreed by Nottinghamshire County Council (the Lead Local Flood Authority) and have been calculated using the upper limit (conservative estimate) of MicroDrainage's 'Quick storage estimate'. Detailed volume attenuation calculations would be undertaken at the detailed design stage of the Scheme. Engagement with</p>	Under Discussion	16/10/2024



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			<p>One of the main areas of flood risk and concern along the A46 Newark Bypass is the travelling community situated on Tolney Lane, to the south of the A46 between the Cattle Market roundabout and the Farndon roundabout. This area supports one of the largest traveller sites in the region, with a concentration of around 300 pitches. The District Council considers the design and development stages of the A46 upgrade to offer significant potential to collaboratively explore the feasibility of different options to improve conditions on Tolney Lane, specifically during times of heightened flood risk. NSDC is continuing to work with the Environment Agency to explore solutions and is liaising with National Highways in this process. Modelling work has recently been commissioned by the Council in this respect. Consequently, the results of this assessment should be taken into consideration in the ES. The Council would welcome the opportunity to discuss this further with National Highways and other relevant stakeholders.</p> <p>The majority of the scheme is within Flood Zones 2 and 3 and the Scoping Report confirms that a Flood Risk Assessment will be undertaken. The Council welcomes the fact that the Scoping Report recognises that there will be a need for flood alleviation to address flood risk within the vicinity of the scheme. The proposed enlarged embankment for the A46 carriageway passes through land that acts as the floodplain for the River Trent. By using this land, the scheme has the potential to increase flood risk elsewhere unless mitigation is provided. To demonstrate that the floodplain compensation areas are effective, the Scoping Report confirms that analytical flood modelling will be carried out. Three areas have been identified for floodplain compensation: Kelham and Averham Floodplain Compensation Area, Brownhills Floodplain Compensation Area, and the Borrow Pits West Floodplain Compensation Area.</p> <p><b>UPDATE:</b> NSDC to report back to NH about the Tolney Lane Flood Scheme once approved by the EA (in June 2023)</p>	<p>stakeholders, including the Environment Agency, Trent Valley Internal Drainage Board and Nottinghamshire County Council are ongoing. Regular engagement includes the Flood and Drainage Steering groups, detailed in the Flood Risk Assessment which forms 6.3 Environmental Statement - Appendix 13.2 Flood Risk Assessment [APP-177].</p> <p>The Applicant confirmed that, as discussed in steering group meetings in 2022/2023, the Tolney Lane Flood Alleviation Scheme is not anticipated to be impacted by the Scheme proposals. This was further confirmed in a flood risk meeting with NCC and NSDC on 27/01/2025. The FCA proposed for the A46 is located away from the flood alleviation scheme. Meetings have been held with Newark and Sherwood District Council to ensure that their works to reduce flood risk to the local community in Tolney Lane are not impacted by the Scheme. Through collaboration between all parties, it is being explored that a copy of the Scheme fluvial hydraulic model be shared with Newark and Sherwood District Council (when the opportunity arises) to coordinate their design work with the Scheme more efficiently and effectively.</p>		
45.	Climate (inc. Carbon Emissions)	<p>6.1 Environmental Statement - Chapter 14 Climate [APP-058]</p> <p>6.5 Environmental Statement - First Iteration Environmental Management Plan [APP-184]</p> <p>6.1 Environmental Statement - Chapter 10 Material Assets and Waste [APP-054]</p>	<p>A climate emergency was declared by the Council on 16 July 2019. NSDC is continuing to develop a district-wide greening programme along with measures to try and reduce our carbon footprint as a Council and a community. This involves working with other stakeholders, such as National Highways. The potential impacts of the A46 upgrade on climate change are largely covered under air quality, flood risk and ecology. During the construction period efforts should be made to maximise re-use of materials excavated within the scheme and to use locally sourced materials and contractors so as to reduce travel-related emissions. The Council has produced the following documents in relation to Climate Change:</p> <ul style="list-style-type: none"> <li>Climate Emergency Strategy climate emergency strategy (PDF File, 2,770kb)</li> </ul> <p>Newark and Sherwood Community Plan <a href="https://www.newarksherwooddc.gov.uk/councilpriorities/">https://www.newarksherwooddc.gov.uk/councilpriorities/</a></p> <p>January 2025</p> <p>The information NH has provided within 6.1 Environmental Statement – Chapter 14 Climate [APP-058] and the OCMP overview within 6.5 Environmental Statement – First Iteration Environmental Management Plan [APP-184] would suggest that these listed measures will be given appropriate consideration for implementation during the design and construction stages of the project. As such, NSDC considers this matter has been appropriately addressed.</p>	<p>The Applicant acknowledges the concern raised about the Scheme within the context of concerns about climate change and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced, as well as the climate emergency declared by Newark and Sherwood District Council.</p> <p>6.1 Environmental Statement - Chapter 14 Climate [APP-058] provides information and assessment of the Scheme on climate. This mitigation includes measures which are also included in the Register of Environmental Actions and Commitments which is part of the 6.5 Environmental Statement - First Iteration Environmental Management Plan [APP-184]. Through the design to date, workshops and engagement between the Consultee and Applicant have occurred focusing on resource efficiency and low carbon opportunities. A number of opportunities raised included further investigation of reusing material from other construction sites or industry in the area. Furthermore, the earthworks have been optimised to reduce the volume of material to be imported. Further information on the reuse of materials can be found in 6.1 Environmental Statement - Chapter 10 Material Assets and Waste [APP-054].</p>	Agreed	31/01/2025

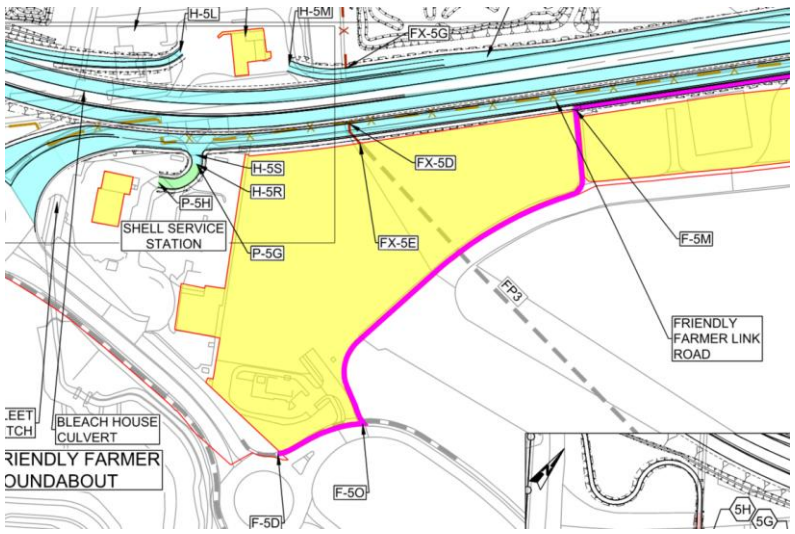
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46.	DCO process	6.1 - Environmental Statement [APP-045] draft 3.1 draft Development Consent Order [APP-021]	Prior to and during the construction stage, traffic management engagement and communication will need to be extensive and in consultation with local organisations and communities. Additionally, there remains the potential to utilise new infrastructure, such as the Southern Link Road (SLR) (when completed), to be part of this solution. Failure to deliver the SLR allowing a connection between the A46 and the A1 poses a significant risk to greater congestion in the area.	The 6.1 - Environmental Statement [APP-045] will be available for viewing by the Consultee at submission. The Applicant will continue to engage with the Consultee regarding the draft 3.1 draft Development Consent Order [APP-021]. The Applicant has updated the Outline Traffic Management Plan [REP3-026] and produced an Outline Construction Communications Management Plan which is within Appendix B4 (pdf page 234) of the First Iteration Environmental Management Plan [REP3-022].	Agreed	11/12/2024
47.	Other		Newark & Sherwood District Council (NSDC) welcomes the work that has been undertaken to address concerns raised in previous iterations of the scheme and we are pleased to see it progress to this stage. The Council continues to give its full support to the Newark Bypass scheme to dual and grade separate the remaining sections from Winthorpe to Farndon. We greatly appreciate the close working relationship and dialogue to date and welcome the opportunity to continue to engage with National Highways on the latest preliminary design, including any likely and needed future amendments.  The Council remains of the opinion that the successful delivery of an appropriate Bypass scheme is essential nationally, regionally, and locally. Working with colleagues at Midlands Connect and partners along the Trans-Midlands Trade Corridor we want to continue to promote the positive benefits this scheme has in maintaining and enhancing growth aspirations across the centre of England from the Humber to the southwest.	The Applicant has consulted with the Newark and Sherwood District Council as both section 42 (1)(b) and section 42 (1)(d) Consultee under the Planning Act 2008 on both the statutory and targeted consultation undertaken on the Scheme, providing appropriate time for them to form an understanding of the full details of the Scheme proposals and provide feedback. Continued engagement in relation to the Scheme and the consideration of wider infrastructure schemes will occur, if necessary, throughout the Scheme's development. The Applicant also acknowledges receipt of the Scoping Opinion comments.	N/A	
48.	Pre-Commencement Plan	Pre-Commencement Plan [APP-188]	03/12/2024 dDCO hearing – action for NH to include consultation with NSDC/stakeholders on Pre-commencement Plan	The Applicant will update the Pre-Commencement Plan [APP-188] for Deadline 4 for NSDC review. The Applicant has updated the Pre-commencement plan for Deadline 5 [REP5-028] & for Deadline 6. Comments raised by NSDC on ExQ2 1.4.1. have been responded to at Deadline 6.	Under Discussion	11/12/2024
49.	Employment, Skills, and Education Plan		NSDC strongly support National Highway's commitment to produce an Education, Employment and Skills Plan, and an Inclusion Action Plan in the First iteration Environmental Management Plan: <a href="https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010065/TR010065-000767-6.5%20Environmental%20Statement%20First%20Iteration%20Environmental%20Management%20Plan%20-%20Rev%203%20(Tracked).pdf">https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010065/TR010065-000767-6.5%20Environmental%20Statement%20First%20Iteration%20Environmental%20Management%20Plan%20-%20Rev%203%20(Tracked).pdf</a> NSDC would like to see a commitment from National Highways to maximise opportunities for local residents and local businesses within Newark and Sherwood District, including the appointment of local contractors where possible and establishing strong communication links with local colleges and other further education establishments. NSDC Economic Growth Team is happy to assist in this process.  3 <sup>rd</sup> February 2025  Thank you for providing details of the actions you intend to take regarding the Inclusion Plan. This is welcomed. In terms of the methods you intend to use, will the details be provided at a later stage? For example, what methods will be used to contact/liaise with schools and further education colleges?	The Applicant will be producing an Employment and Skills Plan and Inclusion Action Plan within the second Iteration of the Environmental Management Plan as stated in item PHH5 in table 3.2. of the First Iteration Environment Management Plan [REP4-010]. We welcome NSDC's offer of support in the development of this process and we can confirm that we have already employed the Social Value Lead for the scheme who has commenced engagement with local colleges and further education establishments in the area. The Applicants Social Value Lead is in contact with NSDC's Senior Lead Business and Skills Officer within the Economic Growth Team. The Applicant has responded to Q13.0.8 providing an outline of the proposed IAP commitments and a list of parties who would be the subject of the IAP  3 <sup>rd</sup> February 2025 Update  Point 49 - as discussed: (in response to ExQ 13.0.8) <b>Attract and Recruit a Diverse Workforce:</b> <b>Objective:</b> To attract and recruit a talented, capable, and diverse workforce that reflects the communities we work in. <b>Actions:</b> <ul style="list-style-type: none"> <li>Collaborate with Jobcentre Plus, Local community Organisations, local schools and colleges, Armed Forces, Female Returners, Prison Leavers</li> <li>Promote opportunities in construction to those from disadvantaged backgrounds</li> </ul>	Agreed	22/01/2025

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				<ul style="list-style-type: none"> <li>Engage with local schools, Special Educational Needs 'SEN' provisions, colleges, and universities to raise awareness of careers in construction, Young People that are Not in Education, Employment, or Training – 'NEETS'</li> <li>Use Science Technology Engineering and Maths 'STEM' Ambassadors as volunteers to attract under-represented groups.</li> </ul> <p><b>Create an Inclusive Working Culture:</b>  <b>Objective:</b> To create an inclusive working culture, practices, and environments that enable everyone to perform to their full potential.  <b>Actions:</b></p> <ul style="list-style-type: none"> <li>Conduct behavioural surveys.</li> <li>Develop and deliver learning sessions focusing on inclusion and psychological safety.</li> <li>Promote employee Equality Diversity and Inclusion 'EDI' networks and Fairness Inclusion and Respect 'FIR' Ambassadors.</li> <li>Regularly update and distribute an EDI calendar of initiatives, events, and observances.</li> <li>Incorporate EDI briefing within site induction.</li> </ul> <p><b>Consider and Value Diverse Needs of Customers and Communities:</b>  <b>Objective:</b> Consider and value the diverse needs of customers and neighbouring communities at all stages of the framework/scheme.  <b>Actions:</b></p> <ul style="list-style-type: none"> <li>Conduct community engagement activities with the diverse local community.</li> <li>Engage with local support services and schools to raise awareness and provide career opportunities.</li> <li>Implement the Construction Communication Management Plan to maintain high levels of community engagement and tailor the communication methods to suit the diverse nature of the community.</li> </ul> <p><b>Develop Wider Supply Chain Capability Around EDI:</b>  <b>Objective:</b> Develop wider supply chain capability around Equality, Diversity, and Inclusion (EDI)  <b>Actions:</b></p> <ul style="list-style-type: none"> <li>Engage with local suppliers to support the A46 project.</li> <li>Map the local supply chain to promote engagement with local businesses.</li> <li>Conduct collaborative EDI awareness sessions with supply chain partners.</li> </ul> <p><b>List of Parties Subject to the IAP</b> (although not exhaustive):  The Applicant: responsible for ensuring the IAP is delivered by their delivery partners:</p> <ul style="list-style-type: none"> <li>Principle Contractor: responsible for implementing the IAP, including social value activities.</li> <li>Local Schools and Colleges: Engaged for career awareness and opportunities.</li> <li>Community Organisations: Collaborate to provide information construction implications.</li> <li>Local Suppliers and Small to Medium Enterprises 'SMEs': To support the project and promote local business sustainability.</li> <li>Gypsy, Roma, and Traveller Community: Engagement with the local authorities GRT engagement officer.</li> <li>Farndon Unit (a residential facility for women living with mental ill health).</li> </ul>		



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50.	Land Contamination	Chapter 9 (Geology and Soils) of the Environmental Statement [REP3-009]  First Iteration Environmental Management Plan [REP4-010]	Land contamination – GS1 suggests possible importation of material and that it needs to comply with BS for topsoil, NSDC would also expect measures to be in place to ensure confidence in chemical suitability. GS6 describes how the risks from the hotspots identified and states that NSDC will be informed if anything changes, NSDC would still expect verification as discussed previously, even if just documenting that nothing has changed with some photo evidence of the cordoned off area etc.	The Applicant has updated GS6 of the REAC within the First Iteration EMP to include the following: <ul style="list-style-type: none"> <li>A verification report will be produced on completion of site earthworks and submitted to Newark &amp; Sherwood District Council for acknowledgement and review. The verification report will follow the Environment Agency's Land Contamination Risk Management (LCRM) guidance and will include; <ul style="list-style-type: none"> <li>Details of any materials brought onto site including their source location, nature and any testing data obtained to demonstrate suitability for use,</li> <li>Confirmation that no unexpected contamination was encountered</li> <li>All locations, methodology and testing undertaken to investigate unexpected contamination (if encountered)</li> <li>Details on any mitigation measures implemented for unexpected contamination</li> <li>Confirmation that no excavation works have taken place at the location of the contamination hotspot, and to confirm the fate of contaminated material identified at the location of BH11 (Nether Lock viaduct).</li> </ul> </li> </ul> This will be submitted at Deadline 5 of the Examination.	Agreed	22/01/2025
51.	Air Quality	Appendix B.5 Outline Air Quality and Dust Management Plan of the First Iteration Environmental Management Plan [REP4-010]	Air Quality – AQ1 the list of mitigation provided is not exhaustive, NSDC was under the impression that additional measures (such as dust monitoring at high-risk receptor locations) would be carried out as per AECOM's recommendations and discussions during the hearing. With regard to the EMP: <ul style="list-style-type: none"> <li>Section 1.3 – 'Data will be recorded, reviewed and provided to the EHO when requested, NSDC would like this changed to 'Data will be recorded, reviewed and provided to the EHO'.</li> <li>Monitoring – NSDC would expect that visual inspections are undertaken in low-risk areas and actual monitoring undertaken in high-risk areas. This is not clearly stated in Tables 1-1, 1-3 of the AQDMP and Table 3-2 (page 20) of the main FI EMP.</li> <li>NSDC would also expect that details regarding the type of monitoring and location of the monitoring sites to be provided in the AQDMP as well as information regarding baseline monitoring. We would also expect the applicant to be proposing a threshold and actions which would be undertaken if the levels were within 10% of the threshold and actions if they were exceeded.</li> <li>Reporting – we would expect confirmation in the AQDMP that the council would be informed if a dust complaint was received and the approach taken to investigate the complaint and actions taken e.g. additional mitigation measures adopted. NSDC would also expect confirmation that a report would be submitted to the council e.g. baseline report and then a report every 6 months - outlining the results of the monitoring data, details of complaints and actions taken to resolve them.</li> <li>Table 1-2 – a figure would be useful to indicate where these dust generating activities are and the locations of receptors. The location of monitoring sites could also be added.</li> </ul>	The Applicant confirms that NSDC's comments on the Outline Air Quality and Dust Management Plan provided at Deadline 4 within Appendix 2 of their "Written summaries of oral submissions made at the previous Hearings" [REP4-045] have been addressed as follows: <ul style="list-style-type: none"> <li>The Applicant confirms that section 1.3.1 b of Appendix B.5 Outline Air Quality and Dust Management Plan (OAQDMP) of the First Iteration Environmental Monitoring Plan (FIEMP) has been revised to amend 'can' to 'will', remove when requested along with other structure changes to incorporate details included in the 'Reporting' bullet point of the Council's position.</li> <li>The Applicant confirms that the Appendix B.5 Outline Air Quality and Dust Management Plan (OAQDMP) of the First Iteration Environmental Monitoring Plan (FIEMP) submitted at Deadline 5 has been updated in line with NSDC's position. This includes updating the text 'regular inspections' to 'regular visual inspection' in the general control measures set out in Table 1-1 of the OAQDMP and quantitative real-time dust (as PM<sub>10</sub>) monitoring in the specific control measures set out in Table 1-3 of the OAQDMP.</li> <li>Table 1-3 of Appendix B.5 Outline Air Quality and Dust Management Plan (OAQDMP) of the updated First Iteration Environmental Management Plan submitted at Deadline 5 has been updated to include reference to IAQM 'Guidance on Monitoring in the Vicinity of Demolition and Construction Sites' (2018) when undertaking real-time dust monitoring which contains best practice on how dust monitoring should be undertaken in the vicinity of construction sites. However, as the current version of the Air Quality and Dust Management Plan is currently only in outline form, detailed information regarding the type of equipment/analysers to be used, locations, baseline monitoring, frequency of monitoring, alert thresholds, action protocols and other detailed monitoring specifications have not yet been defined. Paragraph 1.1.3 of the updated First Iteration Environmental Management Plan submitted at Deadline 5 explains that 'This First Iteration EMP contains several outline management plans to be developed into full management plans, and also identifies additional plans and method statements that will need to be developed by the Principal Contractor (PC) prior to construction commencing to be incorporated into the Second Iteration EMP.' The Applicant will update the OAQDMP with technical monitoring detail, including locations of real-time dust monitoring, when submitted in its 'full management plan' form as part of the Second Iteration EMP prior to construction.</li> </ul>	Agreed	22/01/2025



Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
				<ul style="list-style-type: none"> <li>The Applicant confirms that the planning authority's Environmental Health Officer will be informed within 48 hours of receipt of a dust complaint or exceedance of an alert threshold with a written report including the investigations, exceedance locations and actions taken will be provided within the 10 days following the initial 48 hour period. A summary report will also be provided every 6 months during the construction phase. These reporting procedures have been added to Section 1.3 of Appendix B.5 Outline Air Quality and Dust Management Plan (OAQDMP) of the updated First Iteration Environmental Management Plan submitted at Deadline 5.</li> <li>The Applicant confirms that a figure illustrating specific works areas has been provided in Appendix B.5 Outline Air Quality and Dust Management Plan (OAQDMP) of the updated First Iteration Environmental Management Plan submitted at Deadline 5. As described above, the Applicant will update the OAQDMP with technical monitoring detail, including locations of real-time dust monitoring, when submitted in its 'full management plan' form as part of the Second Iteration EMP prior to construction.</li> </ul> <p>The updated OAQDMP will be submitted at Deadline 5.</p>		
52.	Alternative route for combined footway/cycleway around the proposed Lindum development site	Streets, Rights of Way Access Plans [REP4-002]  Issue Specific Hearing 2 [EV8-004] and [EV8-002]	<p>17th February 2025</p> <p>With regard to the Lindum's site, NSDC would just like to reiterate the importance of identifying a suitable outcome for the relocation of the footpath. The location of the footpath should not prevent development coming forward on this site.</p>	<p>The Applicant is in discussion with the Lindum Group to agree an alternative alignment for the 3-meter-wide combined footway and cycleway between points F-5M and F-5O as shown on Sheet 5 of the Streets, Rights of Way Access Plans [REP4-002]. The Lindum outline planning application (23/02281/OUTM) includes a proposal for a pedestrian/cycle route around the north and western boundary of their development (as shown in the Lindum Group's Design and Access Statement). The Applicant is pursuing a legal agreement with Lindum Group to relocate the footway/cycleway from its current location to a new alignment around the north and western boundary of the Lindum site. Please refer to the drawings below. The Applicant is seeking confirmation from NSDC that they do not oppose this proposal. Nottinghamshire County Council, as the Local Highway Authority, stated at Issue Specific Hearing 2 [EV8-004] and [EV8-002] that the "Rights of Way Team have been involved and are comfortable as long as there is an acceptable route, whichever route it is."</p>  <p>Extract from Sheet 5 of the Streets and Rights of Way Access Plans. 3m wide combined footway and cycleway shown in purple.</p>	Agreed	24/02/2025

Issue No.	Issue	Document Reference	Newark and Sherwood District Council's Position	The Applicants Position	Status	Date status confirmed
				<div data-bbox="1617 283 2255 892"> </div> <p data-bbox="1617 903 2478 934">Extract from section 6 of Lindum Group's Design and Access Statement</p> <div data-bbox="1617 955 2567 1638"> </div> <p data-bbox="1617 1648 2211 1680">Proposal for the realigned 3m wide footway cycleway</p>		