

## **A46 Newark Bypass**

**Scheme Number: TR010065**

### **7.67 Cross sections requested by the Environment Agency**

**APFP Regulations 8(1)(k)**

**Planning Act 2008**

**Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2010**

**Volume 7**

**February 2025**

## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

## A46 Newark Bypass Development Consent Order 202[x]

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### Cross sections requested by the Environment Agency

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<b>Regulation Number:</b>	Regulation 8(1)(k)
<b>Planning Inspectorate Scheme Reference</b>	TR010065
<b>Application Document Reference</b>	7.67
<b>Author:</b>	A46 Newark Bypass Project Team, National Highways

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# Contents

**Contents .....2**

**1 Introduction .....3**

**3 Defence Embankments .....5**

3.1 Cree’s Lane embankment.....5

3.2 Newark Roundabout embankment .....6

**Appendix A .....10**

# 1 Introduction

- 1.1.1 At the Issue Specific Hearing 3 held on the 8<sup>th</sup> December 2024 [EV9-005 the Applicant stated that they would provide cross sections for the Slough Dyke and the ~~s~~Scheme's interaction with the Cree's Lane and Newark Roundabout flood defence embankments. These details are provided within this document and have been presented to the Environment Agency during a technical meeting on the 27<sup>th</sup> January 2025.

## 2 Slough Dyke.

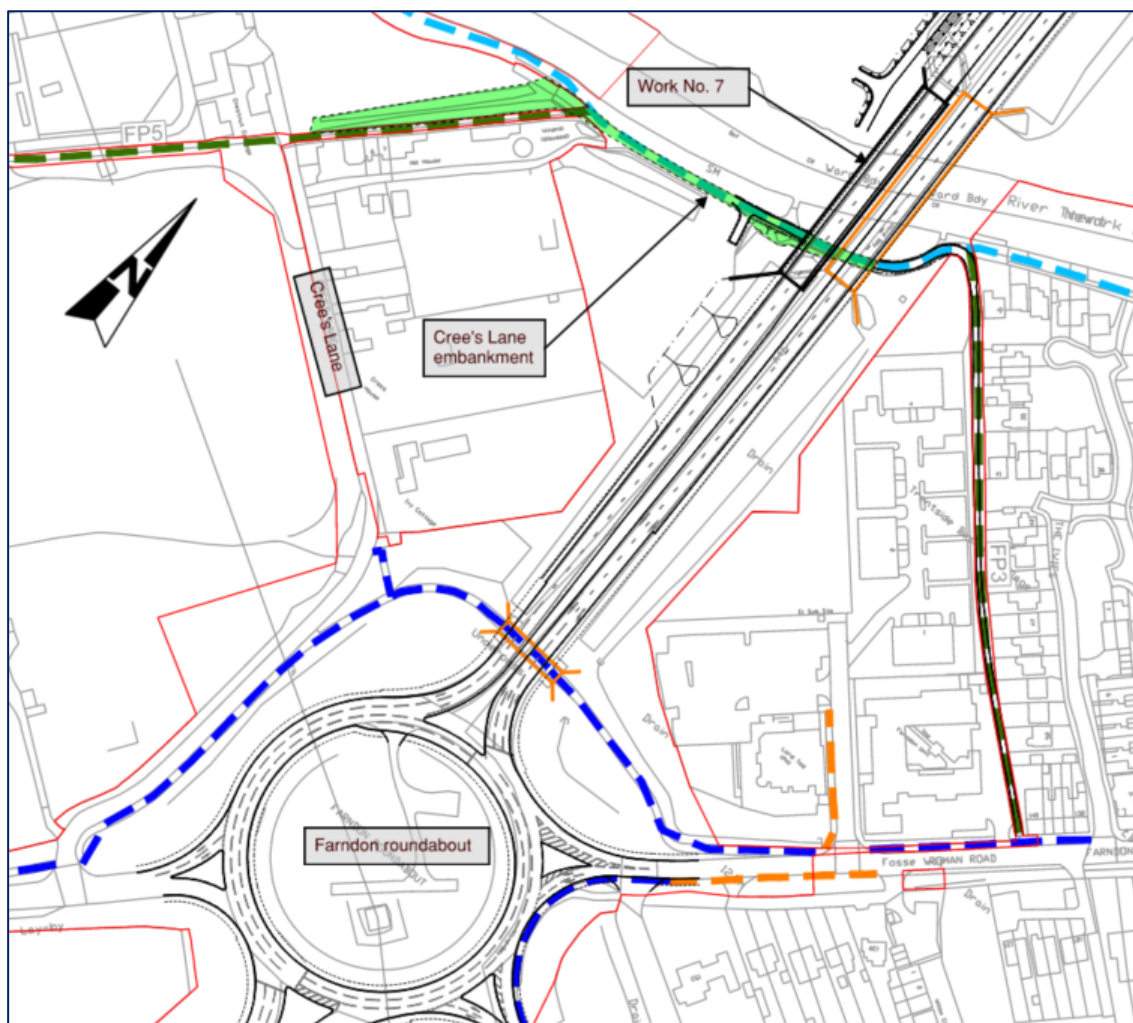
2.1.1 The Applicant has produced a cross section of the diversion of the Slough Dyke as requested by the Environment Agency. A plan and cross section are included within Appendix A of this document.

2.1.2 The Slough Dyke is shown on sheet 7 of the Environmental Master Plan [AS-026] and described in section 4 of the Hydraulic Modelling Technical Note [REP3-034].

### 3 Defence Embankments

#### 3.1 Cree's Lane embankment

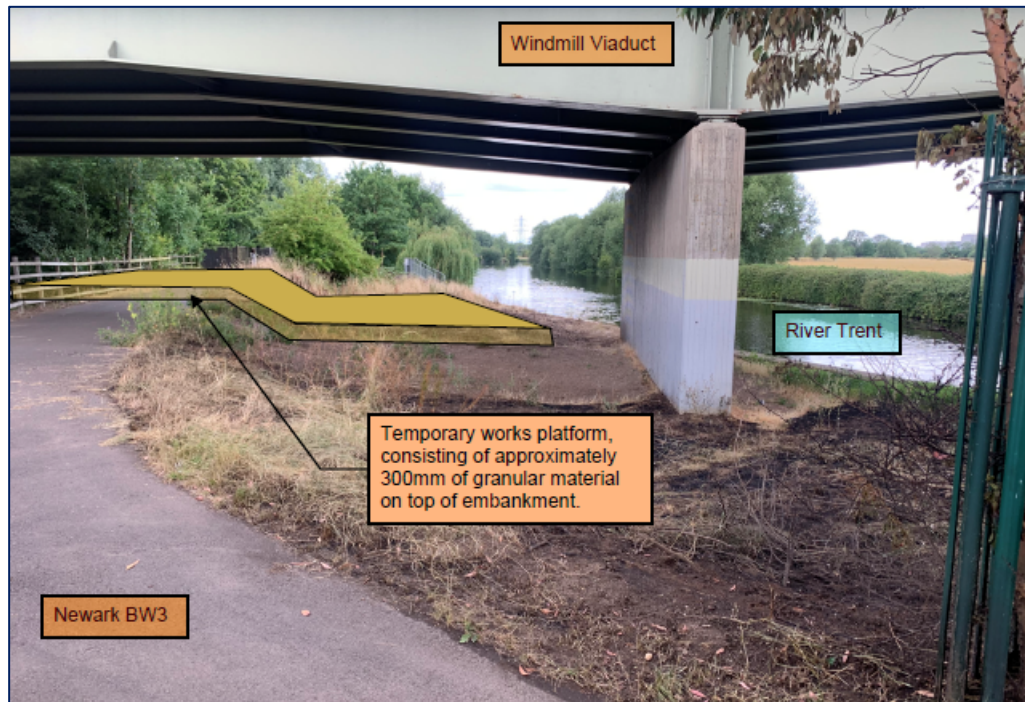
3.1.1 The Cree's Lane embankment is a 239 metre long flood defence embankment located on the south bank of the River Trent between the A46 and Cree's Lane (figure 3-1). The embankment is constructed from clay with a clay key penetrating one metre below ground level. An access track, incorporating Newark brideway 3, is located on top of the embankment.



**Figure 3-1 Location of Cree's Lane embankment.**

3.1.2 The new Windmill viaduct, Works No 7 on the Works Plans [REP3-002] spans over the flood defence embankment with no permanent detriment to its location or structure.

3.1.3 The temporary works area for the construction of the bridge (Works No 127) will require a crushed stone platform to be laid to support the construction plant that will be required to construct the bridge, such as piling rigs and cranes. This stone platform would be laid against the existing flood structure and will not reduce its structural integrity (figure 3-2).



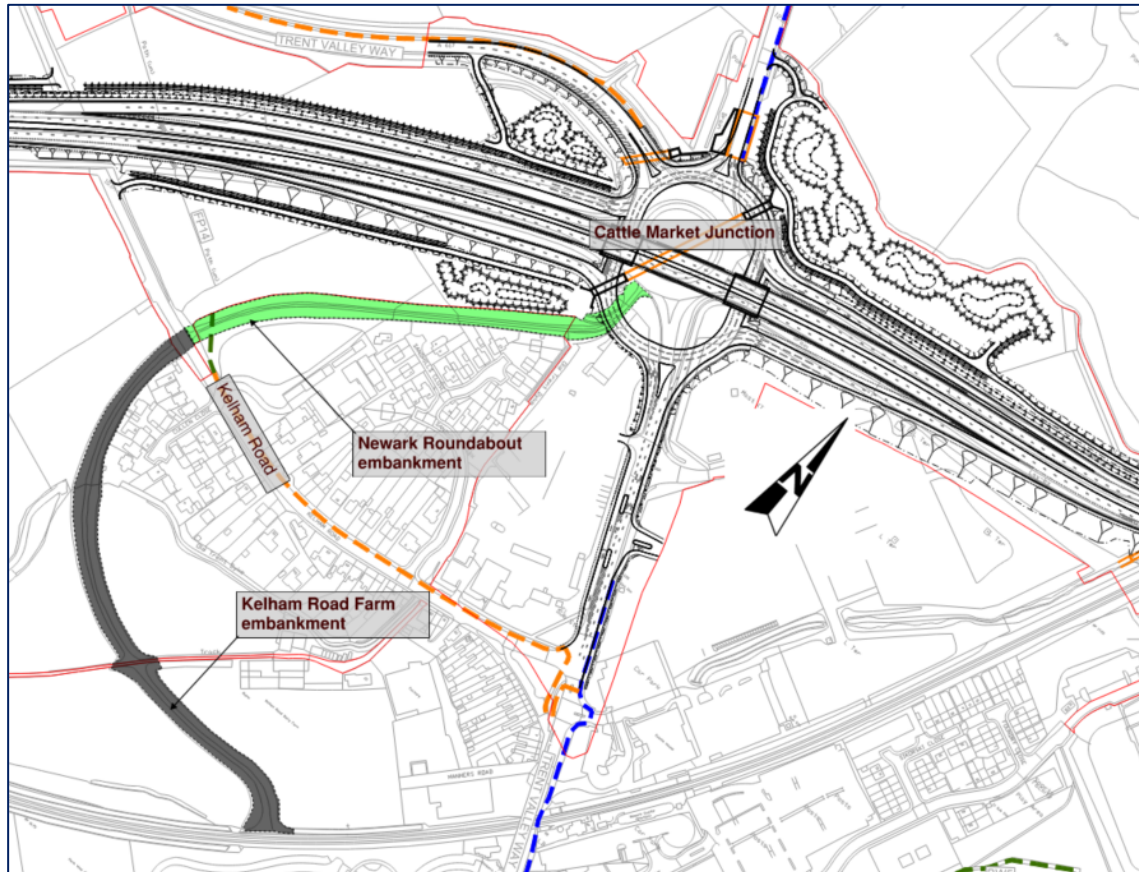
**Figure 3-2 Interface with Cree's Lane embankment**

3.1.4 Upon completion of the new bridge structure the temporary works will be removed and the land reinstated to previous use. The bridleway (BW2) and access track (Works No 6) are re-opened following completion of construction of the bridge and the reinstatement of Works No 127. Works No 6 provides vehicle and foot access to the Cree's Lane Embankment for inspection and maintenance works.

### 3.2 Newark Roundabout embankment

3.2.1 The Newark Roundabout embankment is a 325 metre long embankment located to the southeast of the A46 between Kelham Road and the southeast quadrant of the Cattle Market Roundabout. (figure 3-3).

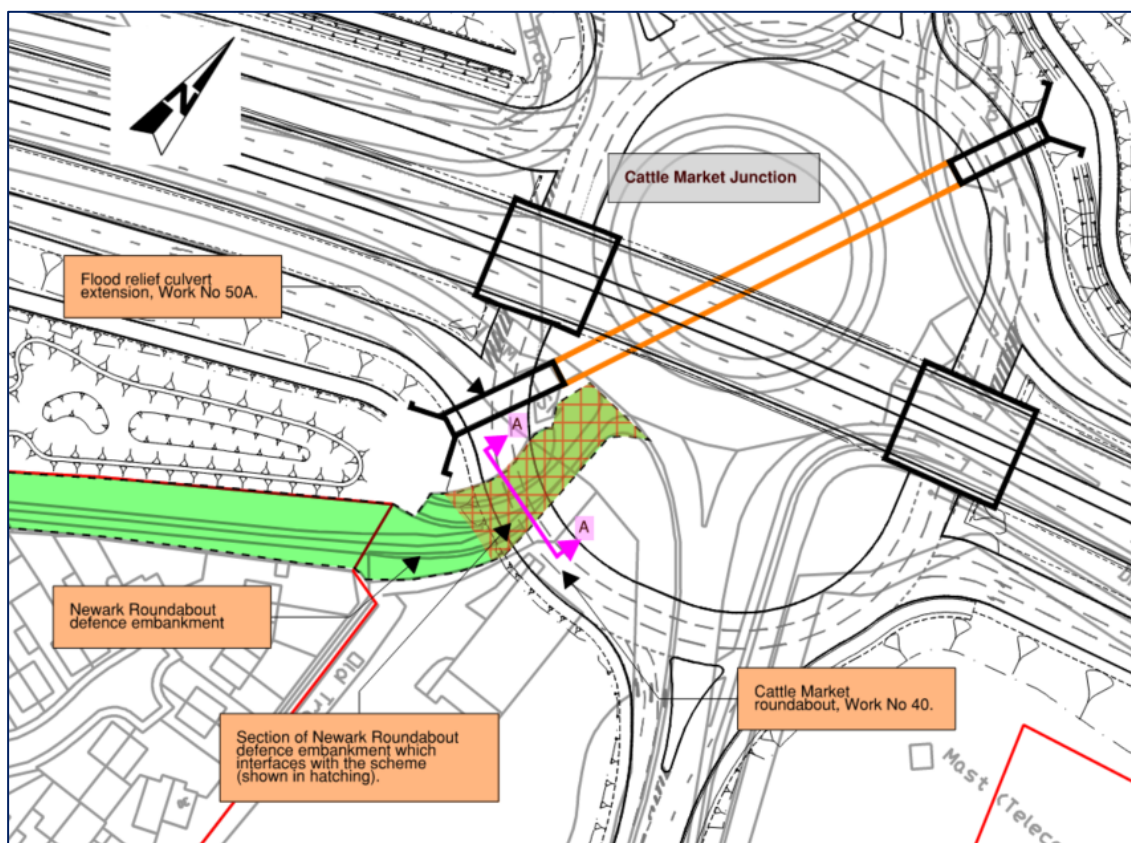




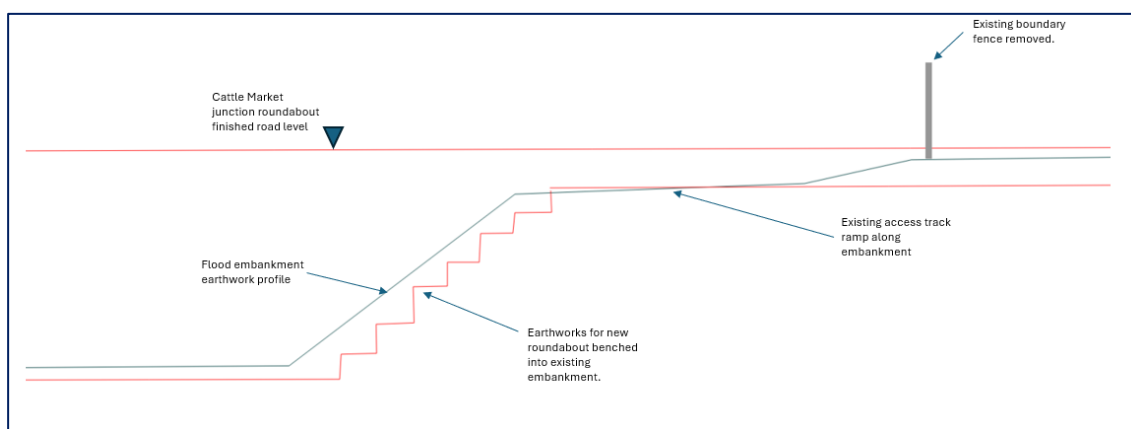
**Figure 3-3 Location of the Newark roundabout embankment**

- 3.2.2 The embankment is constructed from Marl with a shear key that protrudes 1 metre into the ground under the center of the bund. There are two grout curtain walls through the bund.
- 3.2.3 Works No 40 is required for the widening for the new Cattle Market junction and interfaces with the eastern end of the flood defence. The southeast corner of the new roundabout will incorporate the last 10 meters of the eastern end of the flood embankment within the earthworks for the new roundabout (figure 3-4).
- 3.2.4 The new earthworks will be benched into the existing embankment to form a solid, homogeneous structure (figures 3-5 and 3-6).

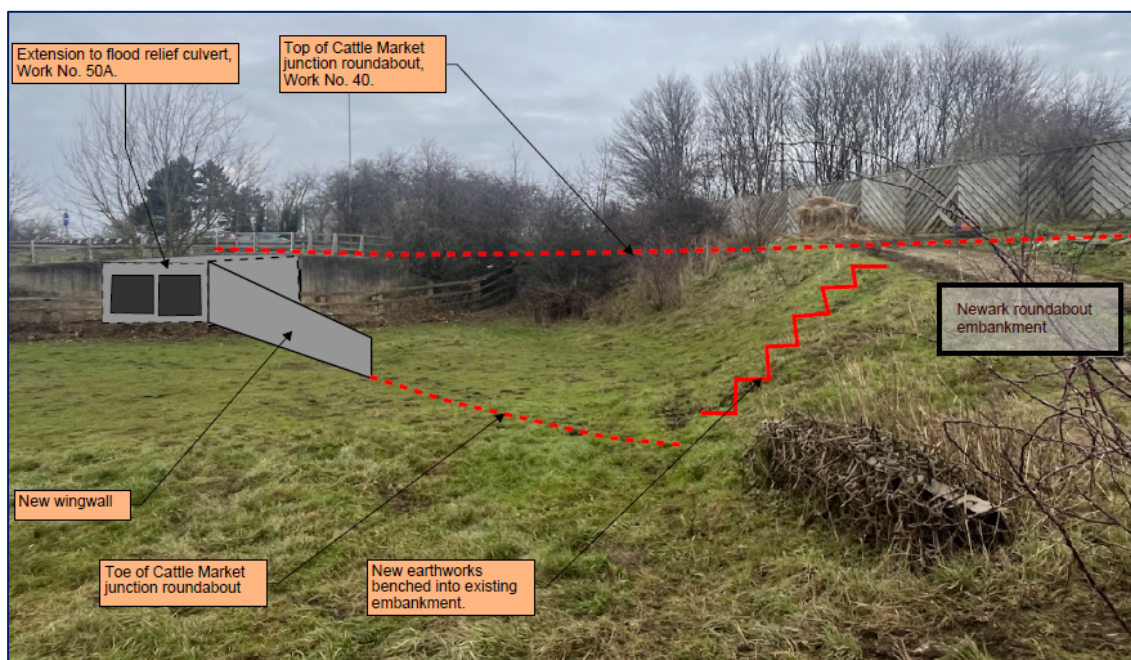




**Figure 3-4 Location of interface between Scheme and Newark roundabout embankment**



**Figure 3-5 Cross section A-A through embankment**



**Figure 3-6 Section looking north across existing embankment.**

## Appendix A

