

A46 Newark Bypass

Scheme Number: TR010065

Statement of Common Ground with Think Again A46 Winthorpe Action Group

APFP Regulations 8(1)(e)

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**Infrastructure Planning (Examination Procedure)
Rules 2010**

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**The Infrastructure Planning (Examination Procedure)
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**The A46 Newark Bypass
Development Consent Order 202[x]**

**Statement Of Common Ground with
Think Again A46 Winthorpe Action Group - TA**

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (this 'SoCG') has been prepared in respect of the A46 Newark Bypass (the "Scheme") as part of the application made by National Highways (the "Applicant") to the Secretary of State for Transport, via the Planning Inspectorate (the "Inspectorate") for a Development Consent Order (DCO) under section 37 of the Planning Act (the "2008 Act"). A detailed description of the Scheme can be found in Chapter 2 The Scheme of the Environmental Statement [APP-046].
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere with the application documents. All application documents are available on the Planning Inspectorate website 'PINS'.
- 1.1.3 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) Think Again A46 Winthorpe Action Group "Think Again".
- 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 Think Again is a local residents group based in Winthorpe who are strongly concerned about the local impact of the Scheme.

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
 - "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
 - Where the terms "Agreed", "Under Discussion" and "Not Agreed" are used it is to be understood that such terms relate to such proposals and areas of common interest as pertain at the time of submission of this report and have been published or publicly declared by National Highways. If any parts of the Scheme, which are referred to in the Statement of Common Ground, are changed or modified subsequent to the submission of this report Think Again reserve the right to reconsider their position.

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 Think Again 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 Think Again.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and Think Again 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
09/12/2020	Publication of Highways England's Option Summary (November 2020)	Presentation of the route options, especially those affecting Winthorpe.
16/12/2020	Online meeting with Winthorpe residents (Think Again members in attendance).	Residents raised concerns about route options, consultation, and response to feedback. Residents requested NH/Atkins do walk through of the route. Close contact with Winthorpe Parish Council was agreed
16/03/2022	Online meeting Out of place and duplicate of 11 th item in this list	Initial engagement meeting with resident group including discussion on preferred route announcement, noise surveys and scheme design Agreement that timeline details would be shared with the Think Again group as well as key contacts for each project area
26/04/2021	Submission of Think Again's response to the 2020 Public Consultation in a brief report and attached plans (Option 3)	Think Again were concerned over the close impact of the two presented Option Routes and presented an alternative Option 3 which reduced the level of impact on the village environment and properties.
05/04/2021	Online meeting with National Highways and Robert Jenrick MP	
04/06/2021	National Highways responded to Think Again's Option 3 submission in Technical Note HE551478-ATK-GEN-XX-RP-CH-000004REVISION CO2	Technical discussion on the feasibility and design limitations around Think Again's Option 3 design
07/07/2021	TEAMS Meeting with National Highways, Atkins, NCC and NSDC	Feedback on Think Again's Option 3 report and ongoing design process
01/11/2021	Publication of National Highways' Preferred Route Option 2 Modified	Presentation of Option 2 Modified, the latest Preferred Option. Think Again remained concerned that a new A46 carriageway would still be constructed closer to Winthorpe than the existing road
03/03/2022	Roadshow presentation by National Highways 'Engagement Van' at the Lord Nelson, Winthorpe	A more thorough explanation of the Preferred Route option was made, Useful personal contacts were made between NH and TA team members.
??/03/2022	Submission by email of Think Again's response to the 2021 Public Consultation in report: 'A Report on The Design and Operation of the Proposed Upgraded A46 Newark By-Pass in the section between The Cattle Market Junction and Winthorpe Junction'	Think Again, in their review of the Preferred Route design pushed for the road to be constructed on the existing alignment, with sharper curves and a restricted speed limit in line with their Option 3 design
16/03/2022	Teams meeting with the Applicant and Think Again	Discussions around Think Again's response to Referred Route Announcement.

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
21/05/2022	Email from the Applicant to Think Again	Scheme update on environmental surveys scheduled for the coming month in the area. Surveys to help discover info relating to the local environment, trees, wildlife and local archaeology
31/05/2022	Teams meeting with the Applicant and Think Again	Discussions around Think Again's Active Travel report, noise monitoring and Think Again's Terms of Reference
17/08/2022	Teams meeting with the Applicants and Think Again	Information shared regarding updates to Scheme design since previous meeting and recent stakeholder engagement. Disclosure of design updates from the Applicant showing the road sited on the existing A46 with the link road on land to the southeast
04/10/2022	Teams meeting with the Applicant and Think Again	Ongoing discussion about the production timeline of the Preliminary Environmental Information Report (PEIR) and dates for the statutory consultation process. Shared significance of the 'red line boundary' area between Langford Hall Lodge and the A1133 and the impact of the road works on the Lodge. Details of the process and parties involved in the stopping up and rerouting up of the Public Rights of Ways (PRoWs) Land ownership notifications South Winthorpe mitigation plans and application of section 12.3.5 of the Environment Scoping Report (Noise Important Areas) for this Scheme.
29/10/2022	In person discussion during Statutory Consultation held at the Newark Showground.	Representatives from Think Again raised concerns that there was misrepresentation of their position within the PEI Vol 1.
12/11/2022	Statutory Consultation held at Winthorpe Community Centre	The Applicant presented large scale displays of the latest plans and had staff on hand to provide details to visitors.
09/12/2022	Submission of Think Again's report 'Response to National Highways' Statutory Consultation on the proposed Newark A46 Bypass'	A detailed analysis of Think Again's views on the latest plans as submitted to the Planning Inspectorate by Think Again.
11/12/2022	Email	Email sent to the Applicant confirming submission of Statutory consultation response on behalf of Think Again.
17/03/2023	Letter and Email inviting Think Again to take part in a Targeted Consultation	Targeted consultation materials sent by email detailing design updates and inviting feedback. Revised roundabout layout and Walkers, Cyclists and Horse Riders (WCH) routes were revealed
14/04/2023	Submission by email of Think Again's response to the targeted consultation material of the 17/03/2023	Think Again's responses to the targeted consultation.
09/08/2023	Face to Face Meeting – Winthorpe Village Hall	The Applicant attended this meeting to present design post statutory and targeted consultation.
21/04/2023	Joint meeting with Winthorpe Parish Council	Attended by Think Again representative, Martin Shapley., Targeted Consultation materials were discussed and the Scheme design lead shared traffic model to help clarify projected traffic movements.
07/06/2024	Email	Sent SoCG to Think Again for review and comment
11/09/2024/	Face to Face Meeting – Winthorpe Village Hall – TA / The Applicant	During this meeting the Applicant outlined the DCO Process and discussed Relevant Representations & Statements of Common Ground.

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
08/11/2024	Online Teams Meeting - TA / The Applicant	Review and update SoCG - Receptor 42 does not represent the view from Lowood, Think Again will send through a plan detailing where they feel a visualisation should be provided from. - Flooding - TA to respond the Applicant's response to the Relevant Representation - TA requested that points were left as Under Discussion awaiting responses to other Stakeholders with similar concern - Issue 16,17,22,23 - point TA to relevant environmental documents. TA then to advise if they want any areas to be explained by specialists. Potential to have meetings during the hearing on 4th / 5th Dec 2024 - Road drainage and flooding remains as a key concern for TH. Action for us to look at impact of Fleet through Winthorpe. Note to be added stating that TH want the wider impacts of flood risk to be considered by others such as NCC and NSDC
04/12/2024	In Person – TA / The Applicant	The Applicant provided explanation of documentation, to TA - Martin Shapley / Mark Kneen in relation to Air Quality / Noise / Highway Drainage run off
16/12/2024	email the Applicant to TA	Sent SoCG to Think Again for review and comment
29/01/2025	Email TA to The Applicant	Updated SoCG for Deadline 5

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) Think Again 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) Think Again.

Table 3.1.1 - Issues

Issue No.	Issue	Document Reference	Think Again Position	The Applicant's Position	Status	Date status confirmed
1.	Relationship between Think Again and the Applicant	Chapter 3 Assessment of Alternatives of the Environmental Statement [APP-047]	Think Again Constitution - The Think Again A46 Action Group was established to protect the interests of Winthorpe and its residents where they are affected by the road development. It is not opposed to an upgrade of the A46 and has endeavoured to negotiate in a cordial manner to realise acceptable compromises Think Again report of 29/10/22 - In the Applicant's Environmental Scoping Report August 2022 paragraph 3.2.16 and the Preliminary Environmental Information Report of October 2022 Vol 1 para 3.2.15 statements were made denigrating the professionalism and efficacy of Think Again's engagement in the consultation process. A request was made for a revision of these statements and, although private re-assurances were received from the Applicant, these statements are still in the public domain and also, which concerns us, in the documentation lodged with the Planning Inspectorate.	The Applicant notes the introductory text provided by Think Again. Further information relating to engagement with Think Again can be found in Table 3.2 Chapter 3 of the Consultation Report - [APP-028]. Further details of engagement that has taken place, and areas of agreement and disagreement identified during pre-application consultation with Think Again, will be recorded within this SoCG, which will be submitted to the Examining Authority during the course of the Examination. The Applicant acknowledges the comments from Think Again with regards to the solution attributed to Think Again within the <i>Preliminary Environmental Information Report</i> produced for the statutory consultation. The Applicant has engaged with Think Again about the issue raised and has updated Chapter 3 Assessment of Alternatives of the Environmental Statement [APP-047] to reflect the use of Think Again's Option 3 proposal as part of the development of the Scheme design.	Agreed	24/09/2024
2.	Design		As the design of the road is continually evolving it is not feasible for Think Again to make an unequivocal commitment to any column 5 status. As noted in paragraph 1.3.2, Think Again reserves the right to reconsider its position if, in its opinion, adverse modifications are made to the road design after this SoCG is finalised	The level of design which is reflected in the Applicants submission is in sufficient detail to enable a robust assessment and application to be developed and submitted for examination. Think Again Winthorpe's position is noted.	N/A	
3.	Design	General Arrangement Plans [AS-007]	Think Again Option 3 report 29/01/21 - In the section of road between the Friendly Farmer and Winthorpe roundabouts Think Again proposed that the new road should be constructed on the formation of the existing carriageway with a single carriage 'link' road sited to the southeast of the new road. Both service stations could be retained and the establishment of two parallel dual carriageways could be eliminated	The Applicant undertook further changes to the design following the preferred route announcement ahead of the statutory consultation which included the following suggestions made by Think Again. These included - Retaining the existing A46 in its current position between the Interchange Service Station (Esso) and Winthorpe Roundabout - Moving the whole alignment south to retain the Interchange Service Station (Esso) and move the alignment away from Winthorpe village - Provision of an enforced 50mph speed limit between Cattle Market and Winthorpe Roundabout as a mitigation measure for the steps below desirable minimum in horizontal geometry - Provision of a single carriageway link road connecting Friendly Farmer and Winthorpe roundabouts located on the Showground side of the A46 Information relating to the design and layout of the Scheme is detailed within the General Arrangement Plans [AS-007].	Agreed	24/09/2024
4.	Design	Chapter 3 Assessment of Alternatives of the Environmental Statement [APP-047]	Think Again Option 3 report 29/01/21 - Think Again Option 3 plan suggested a two-span bridge over the A1, with one span bridging the A1 and the second bridging the slip road. This would enable the A1 bridge to be constructed with a skew angle of about 37° instead of about 57° as in the latest proposal. It would also permit a larger radius curve around the Mint Leaf and move the road a little further from Winthorpe.	The Applicant has carefully considered alternatives for the Scheme alignment which informed the current design. Chapter 3 Assessment of Alternatives of the Environmental Statement [APP-047] provides a description of the reasonable alternatives that have been considered by the Applicant, the specific characteristics of the reasonable alternatives studied, and an indication of the main reasons for selecting the chosen option, including a comparison of environmental effects. The Applicant advised that a 2 span bridge was not feasible due to sight line issues from the A1 mainline and construction safety in order to construct a pier between two live carriageways during the statutory consultation which took place in [26 October 2022 to 12 December 2022] and as set out within the Consultation Report [APP-044]	Agreed	29/01/2025

Issue No.	Issue	Document Reference	Think Again Position	The Applicant's Position	Status	Date status confirmed
5.	Landtake	Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051] - Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026]	The introduction of the Brownhills Junction roundabout on the north-bound slipway at Bridge House has raised concerns over land-take, noise and light pollution. Think Again question whether it needs to be so large and why, considering the overwhelming preponderance of north-bound traffic, it needs to be symmetric. It is proposed to be constructed on a 2-metre embankment which, in turn, pushes the road level of the main A46 embankment to an even more intrusive height. It has been suggested that this raised elevation is needed to lift the road out of the flood zone OR to enable the road to cross the A1 at an appropriate elevation. A definitive reason has not been revealed	The Applicant notes the concerns relating to the new roundabout at Brownhills Junction and has carried out further engagement with the group following the statutory consultation on the issues raised. Brownhills Junction roundabout is needed in order to retain access into the properties on Winthorpe Road. The new 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 the Design Manual for Roads and Bridges CD 116 - Geometric design of roundabouts 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. Since the statutory consultation, the new Brownhills Junction roundabout has been lowered to the same height as the adjacent A1 but cannot be lowered further as it needs to be above the 1 in 100-year storm event flood level for safety reasons. The embankments on the approach to the A1 crossing are up to 10.8m high from existing ground level, the A1 bridge height has been set as low as possible to cross the A1 and the road level would be approximately 9.6m above the A1. Details of the Landscape and Visual Impact Assessment for the Scheme are provided in the Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051]. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026] provides further details of the landscape proposals for the Scheme, which include roadside planting wherever practicable in order to reduce the visual impact of the Scheme, by aiding its settlement within the receiving landscape and helping to screen the Scheme from nearby visual receptors. Two Landscape Character Areas (Landscape Character Area 1 Trent Washlands and Landscape Character Area 2 Winthorpe Village Farmlands) will experience temporary significant adverse effects during the construction of the Scheme and also in Year 1 (2028, year the Scheme is open to traffic). 15 visual receptors would experience significant adverse effects during construction of the Scheme, reducing to 6 receptors in Year 1 of operation. When considering the establishment of mitigation planting by Year 15 (2043, 15 years from Scheme opening), only Landscape Character Area 2 Winthorpe Village and Farmlands and two visual receptors (No.24 being residential properties at Sandhills Park and No.40 users of the Trent Valley Way and National Cycle Network Route 64 on Winthorpe Road) are considered to have a residual significant adverse effect as a result of the Scheme.	Agreed	24/09/2024
6.	Landscape	Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051] Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050] Tables 6-7 and 6-8 within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050]	Think Again's report 'Response to National Highways' Statutory Consultation on the proposed Newark A46 Bypass': National Highways' PEI Vol 1 report of October 2022 Section 8.11.20 names Sandhills Park as likely to suffer long term significant adverse visual impairment, where the Cattle Market flyover is at an elevation of 8m, but there is no similar concern over the embankment and slip road bridges, which could be 11m high, in the Newark to Winthorpe Open Break area as designated by Notts County Council. The impact on Lowwood is not covered sufficiently. Receptor number 42 is not suitable for assessing the impact on Lowwood, due to its location behind houses on The Spinney. An additional receptor is required further to the SouthWest in the area between Lowwood itself and the Mint Leaf site, or thereabouts.	The Applicant notes the concerns relating to the impact of the Scheme on the Newark-on-Trent to Winthorpe visual break area. The new Brownhills Junction roundabout has been lowered to the same height as the adjacent A1 but cannot be lowered further as it needs to be above the 1 in 100-year storm event flood level for safety reasons. With regards to the height of the new bridge crossing the A1 as part of the Scheme design, the clearance beneath the new bridge is very similar to the existing A1/A46 crossing. However due to the large span of the new bridge required across the A1, the depth is much greater, which raises the road alignment	Agreed	29/01/2025

Issue No.	Issue	Document Reference	Think Again Position	The Applicant's Position	Status	Date status confirmed
		Figure 2.3 (Environmental Masterplan) of the Environmental Statement [AS-023] Figure 7.4 (Visual Receptor Plan) of the Environmental Statement Figures [AS-040] Appendix 7.3 (Key Visual Receptor Photographs and Photomontages Part 1) of the Environmental Statement Appendices [APP-138] Appendix 7.2 (Visual Baseline and Visual Impact Schedules) of the Environmental Statement Appendices [APP-137] draft Development Consent Order [APP-021]		Safety during construction, and during use for maintenance and visibility, ruled out the introduction of intermediate supports to potentially reduce the bridge depth. Details of the Landscape and Visual Impact Assessment for the Scheme are provided in Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051]. The assessment in this report includes consideration of the Newark-on-Trent and Winthorpe Open Break. The above grade crossing of the A1 in this location is assessed as reducing the sense of openness between settlements. The assessment concludes that Landscape Character Area 2 (Winthorpe Village Farmlands) which includes the Newark-on-Trent and Winthorpe Open Break would experience significant adverse effects as a result of the Scheme. With regards to the lack of assessment from Lowood it should be understood that the setting of a listed building is 'the surroundings in which a listed building is experienced'. The setting of a listed building can encompass the experience of noise, dust, lighting, smell, vibration, land use, as well as views. Setting is understood to evolve, and can make a positive, neutral or negative contribution to the heritage value of a listed building or the ability to appreciate that value. The impact on setting is just one of several considerations when assessing effects upon a listed building. The contribution of setting to the heritage value of the property, as part of the assessment of cultural heritage impacts and resulting effects upon the property have been considered within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050]. Tables 6-7 and 6-8 within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050] summarise the likely significant effects to the property and its setting during construction and operation of the Scheme. The assessment states that the presence of construction machinery has the potential to increase the level of noise, dust and lighting experienced within the setting of the heritage asset, thereby affecting the ability to appreciate its heritage value. Embedded mitigation, including limited working hours are unlikely to reduce the impacts to a non-significant effect. During operation (when then the road construction is completed and in use) the perception of increased noise experienced within the setting of the heritage asset may impact the ability to appreciate the heritage value of the asset. However, the noise assessment states that any change in noise effects will in fact be negligible beneficial in both the short-term and long-term. The effects of noise at the Interested Party's location are discussed further below. Mitigation measures which will be adopted to reduce impacts to the Interested Parties property are set out in Tables 6-7 and 6-8 within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050]. These mitigation measures were agreed in consultation with Cultural Heritage Stakeholders. Mitigation that will benefit the property of this Interested Party (amongst others) includes low noise road surfacing, earthwork design and noise barriers. This mitigation can be seen on Figure 2.3 (Environmental Masterplan) of the Environmental Statement [AS-023]. The Applicant confirms key visual receptor locations as presented in Figure 7.4 (Visual Receptor Plan) of the Environmental Statement Figures [AS-040] and explained in paragraph 1.1.2 of Appendix 7.3 (Key Visual Receptor Photographs and Photomontages Part 1) of the Environmental Statement Appendices [APP-138] have been chosen to show a representative sample of existing conditions and provide a visual representation of the scale of the Scheme within its setting, rather than an indication of the value of a specific		

Issue No.	Issue	Document Reference	Think Again Position	The Applicant's Position	Status	Date status confirmed
			Visual Receptor 42 is on The Spinney, Not near Lowwood, so the effects on Lowwood cannot be captured here	receptor or how it may be affected by the Scheme. The impact upon listed properties as a cultural heritage asset has been addressed within Chapter 6 (Cultural Heritage) of the Environmental Statement [APP-050] and in preceding paragraphs of this response. Paragraph 7.5.5 of Chapter 7 (Landscape and Visual Effects) of the Environmental Statement [APP-051] confirms that the Zone of Theoretical Visibility (ZTV) is produced to help inform the selection of viewpoints to be included within the assessment of visual effects. The Applicant can confirm that potential visual impacts and resulting effects upon Lowwood, has been captured as part of the assessment of receptor number 42, as shown on Figure 7.4 (Visual Receptor Plan) of the Environmental Statement Figures [AS-040], and a description of existing baseline and future views during construction and operation presented within Appendix 7.2 (Visual Baseline and Visual Impact Schedules) of the Environmental Statement Appendices [APP-137]. The assessment accounts for the presence of existing screening planting along the boundary of the property and the Scheme to the south. The additional planting proposed as part of the Scheme, including the location of landscape bunds is presented on the Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026]. This includes the location and type of planting proposed as well as an indicative plant species listed. Key environmental functions are provided for each planting plot to understand the intended function of each proposal. The Applicant refers the Interested Party to the area of proposed woodland planting located between the A1 and the property, which in addition to existing mature screening planting, would further aid screening of the existing A1 to the west and A1 crossing to the south of the property, which would also be heavily wooded to provide screening of the embankments and elevated section of the A46 from this viewpoint. The environmental design shown on Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026] will be refined during detailed design Requirement 6 of the draft Development Consent Order [APP-021] secures the provision of the planting proposals presented within Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026]. The 2m high noise barrier / bunds that extend from the start of the northbound off slip to Brownhills Junction and continue to Winthorpe Roundabout will minimise light pollution to the property by blocking the headlights from vehicles travelling on the A46. The location of the noise barrier / bunds can be seen on Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026]. The provision of the noise barrier / bund is secured by Requirement 16 of the draft Development Consent Order [APP-021]. The new Brownhills Junction is lit and this has been done with 10m high columns (normal height is 14m) and have cut off lanterns to minimise light projecting backwards away from the carriageway. This detail is secured by Requirement 18 of the draft Development Consent Order [APP-021].	Not Agreed	24/09/2024
7.	Road Operation	Chapter 2 The Scheme of the Environmental Statement [APP-046] Permanent Speed Order Limit Plans [APP-016] Transport Assessment [APP-193]	Think Again proposed that the new A46 road between Cattle Market and Winthorpe roundabouts should be designed and operated to a 50-mph limit. National Highways Staged Overview of Assessment Report Appendix C contains the statement that the enforced curvature at Cattle Market and Winthorpe Road estates would require such a speed limit. If the road was designed to an 85 kph standard the extension of this limit to Winthorpe roundabout would reduce noise and particulate pollution, would require less land take and would provide a safer approach to the Winthorpe roundabout.	The Applicant notes the concerns relating to the road alignment and speed limit of the carriageway. A speed limit will be allocated to each section of road modified as part of the Scheme. These speed limits are described in Chapter 2 The Scheme of the Environmental Statement [APP-046] and illustrated on the Permanent Speed Order Limit Plans [APP-016] The new dual carriageway will operate under the national speed limit between Farndon and Cattle Market and be restricted to 50mph between Cattle Market and Winthorpe for safety reasons associated with the constrained highways geometry. Speed enforcement for this section of road will be provided in the	Agreed	29/01/2025

Issue No.	Issue	Document Reference	Think Again Position	The Applicant's Position	Status	Date status confirmed
			Think Again proposed that the section of road between Cattle Market and Winthorpe roundabouts should be designed as a 'Self-Explaining Road' (People, places and processes: A guide to good design at National Highways 2022) in order to have a consistent appreciation of the lower speed limit as proposed above and that it may be necessary to enforce such a limit with an 'Average Speed Camera installation'	form of average speed cameras and provide a 'Self Explaining Road'. Information relating to the use of speed enforcement cameras is detailed in Chapter 2 The Scheme of the Environmental Statement [APP-046] The speed limits on local roads, including the A1133 which is in proximity to Winthorpe Primary School, will be retained. The only exception being a short length of the Great North Road south of Cattle Market which will be reduced from national speed limit to 30mph. For further information relating to speed limits please see the Transport Assessment [APP-193]		
8.	Flooding	General Arrangement Plans [AS-007] Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179] Appendix 13.4 Drainage Strategy Report [APP-179] 13.5 Surface Water Quality Monitoring Report of the Environmental Statement Appendices [APP-180] Appendix 13.3 HEWRAT Assessment of the Environmental Statement Appendices [APP-178]	Think Again are concerned to know how the water runoff from the road will be managed, both in terms of the volume and peak flow but also for general and accidental pollution events. A large section of the road, from the river and main line rail crossing to Winthorpe roundabout is within the catchment of the Fleet and the Slough Dyke, both of which flow through Winthorpe. Elements of the published drainage design are confusing/unclear The broader context of our concern over flooding and surface water drainage impact on the River Fleet is the anticipated future development proposals ie Lindum and the new distribution units, which will also be impactful to the River Fleet. Although TA appreciates that this is strictly outside the scope of NH interests, we wish to ensure that the bigger picture is not overlooked. TA acknowledge the applicant's limitations in considering the wider flooding consequences of developments within the Fleet Catchment. However TA wish to keep this issue Under Discussion during the Planning Enquiry in the hope that some pressure can be brought to bear on Notts County Council, as the Lead Local Flood Authority, to examine the consequences of the significant commercial and highway developments within the catchment on the Fleet in Winthorpe.	The Applicant has provided attenuation within this area for additional highway run-off for a 1:100 plus climate change rainfall event. The existing A46 is not attenuated and all highway drainage assets outfall directly into the Slough Dyke and the Fleet. The Applicant has provided attenuation basins for the additional hardened surface and embankment/cutting slopes and limited the outfall rate into the Slough Dyke or the Fleet to the highest of the existing green field run-off or 5 litres per second in order to not increase the volume of water that enters the watercourses during a rainfall event. In some cases the attenuation is provided to existing assets and new assets outfall directly to existing outfalls in order to make the location, size and maintenance of the new attenuation basins as efficient as possible. The approach taken to use green field run-off rates is conservative and with the additional use of swales in place of pipes will actually reduce the rate of water entering these water courses when compared to the existing situation. The mitigation for the Scheme will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as attenuation basins, the locations of which are shown on the General Arrangement Plans [AS-007] These have been sized to attenuate the run-off from the highway and discharge into the nearest watercourse at a restricted rate, agreed by Nottinghamshire County Council as the Lead Local Flood Authority, including the Slough Dyke and the Fleet. Details of surface water conveyance can be found within Section 4.2.18 (Conveyance) of Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179] Storage volumes have been calculated using MicroDrainage's Quick Storage Estimate, which utilises rainfall and catchment permeability characteristics to estimate an upper and lower bound storage requirement. The upper bound storage requirements have been used for the design of the basins at concept stage (a conservative approach). Additional calculations, and a detailed drainage model will be undertaken at the detailed design stage, to ensure that attenuation volumes are adequate and that the Scheme does not increase flood risk to the surrounding watercourses (including The Slough Dyke and The Fleet). There are two tributaries of the Fleet Stream which pass through the Scheme. Slough Dyke which is mainly culverted under Newark-on-Trent passes through the Scheme to the east of Brownhills Junction as an open channel before flowing parallel with the A1 and being culverted under the A1 to flow through Winthorpe. The Scheme would result in a minor realignment of the Slough Dyke watercourse to allow for the A46 bridge to be constructed. This minor realignment would result in the watercourse increasing in length and sinuosity which is considered to be minor beneficial for the watercourse conditions. The Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179] identifies the outfalls into this watercourse as a result of the Scheme. The second tributary of the Fleet is located east of the Friendly Farmer Roundabout. This watercourse is culverted under both the A17 and	Under Discussion	24/09/2024

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				A46 before flowing through Winthorpe to converge with the Slough Dyke to become The Fleet. 13.5 Surface Water Quality Monitoring Report of the Environmental Statement Appendices [APP-180] outlines the monitoring to be undertaken as part of the Scheme. Water quality assessments (using the Highways England Water Risk Assessment Tool – 'HEWRAT') detailed in Appendix 13.3 HEWRAT Assessment of the Environmental Statement Appendices [APP-178] have also been undertaken to assess the impacts on all watercourses where outfalls would be provided within the Scheme (including the Slough Dyke and The Fleet), taking into account the current conditions of the watercourses. The drainage system adequately treats the run-off from the highway so as to pass the water quality assessment, so no significant effects are anticipated. Details of the Drainage Strategy can be found in Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179]. The Applicant is not able to model the impact of other developments on the Fleet and the Slough Dyke.		
9.	Traffic		Although we have been informally told that the phasing of traffic light control on the Winthorpe ThroughAbout would expedite the movement of show day traffic from the A46 into the Showground, we have not seen any evidence that such technological control would work. Show day traffic has been a significant contributor to journey time delays on the A46 and feeder roads in the past. Any incident or blockage on the unfamiliar ThroughAbout could cause a complete seizure in the locality. If traffic lights fail at ThroughAbout, it will be impossible for it to function effectively. Is there a failsafe mode?	It is the responsibility of the Showground event operators to manage traffic for events. However, the Applicant will install a signal controller that can be adjusted remotely by the Applicant and alter the timings at Winthorpe Roundabout to give more 'green time' to Showground traffic entering or leaving the site. This is common practice and has been used for at least two decades. The protocol for the timing changes and when this occurs would be agreed at detailed design stage between the Applicant, Showground owners and Newark and Sherwood District Council. The signals will be provided with a battery backup to remove the risk of signal failure due to a power outage. To improve traffic flows in and out of the Showground, the Applicant will provide a new entrance into the Showground from the new Friendly Farmer Link Road and the existing entrance to the bowling club would be a left out only exit. The Applicant wishes to point out that at each design stage there is an independent Road Safety Audit (RSA) carried out, this audit highlights safety issues and recommends remedies for these, the designer must respond to these recommendations and provide the appropriate mitigation or explain the reason why the recommendation is not valid. The applicants design submission has been subject to the stage 1 RSA and will have to carry out the RSA at the end of detailed design and post construction.	Agreed	08/11/2024
10.	Active Travel	General Arrangement Plans [AS-007] Street Rights of Way and Access Plans [AS-006] Sheet 5 of the General Arrangement Plans [AS-007]	Think Again asked for the restoration of the PROW Winthorpe Footpaths 2 and 3 between Winthorpe and Coddington which had been severed by the existing dual carriageway A46. An acceptable re-connection was proposed in National Highways' PEI (Oct 2022) but part of this route had disappeared from the March 2023 Targeted Consultation. Firmer details about the controlled crossing of the Friendly Farmer/Brownhills connector are needed. TA would also welcome National Highways help in prompting Notts County Council PROW office, when facilitating Lindum Construction's application to stop up and re route FP3, to re-define the route to Coddington in total where it is no longer on the Showground land.	As part of the ongoing design development, additional walking and cycling routes were added to the Scheme prior to statutory consultation. These removed the north/south severance between Footpaths FP2 and FP3. The design also provides a connection to the Sustrans route 64 and a 3m wide walking and cycling route alongside the Friendly Farmer Link Road to the Showground entrance. It should also be noted that following the statutory consultation, a further walking and cycling route was provided from Hargon Lane to the A1133 where it passes around the eastern side of Winthorpe roundabout to re-join with Drove Lane and the Showground entrance.	Agreed	29/01/2025

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				The Applicant can confirm that there will be a signalised crossing between the Friendly Farmer and Brownhills roundabouts, as shown in Sheet 5 of the General Arrangement Plans [AS-007]. The Applicant has been in discussions with the Lindum Group regarding their outline planning application and its interface with the scheme proposals. The Applicant has provided a response to the outline planning application (23/02281/OUTM) on 24 January 2024, where the Applicant stated that they were to be consulted on the final alignment of footpath 3 within Lindum's reserved matters. Further information relating to the walking, cycling and horse-riding routes on the Scheme can be seen on the General Arrangement Plans [AS-007] and Street Rights of Way and Access Plans [AS-006] submitted with the development consent application.		
11.	PRoW	Chapter 2 The Scheme of the Environmental Statement [APP-046].	In Think Again's report, Proposals for further pedestrian, cycling and horse-riding across the A46 route to connect Winthorpe, National Cycle Route 64, Trent Valley Way and Trent Valley Trail to similar facilities to the east of the road and Lincolnshire villages were made. TA are pleased to see the suggested crossing both at the A1 bridge location and at the Winthorpe roundabout. We understand that there will be revisions to the details but hope that the principle of these crossing points will remain.	The Applicant can confirm that the crossings of Brownhills Junction north-bound exit slip road and the A46 between Friendly Farmer Roundabout and Brownhills Roundabout will both be signalised as described in of Chapter 2 The Scheme of the Environmental Statement [APP-046]. All further necessary assessment will be carried out at the detailed design stage of the Scheme to ensure these are crossings are safe for all road users.	Agreed	24/09/2024
12.	PRoW		In think Again's report we called for connecting foot and cycle paths alongside the new road, both on the Winthorpe and the Showground side. We are pleased to see that this suggestion has been incorporated in the plans but are disappointed to see that, whereas the Winthorpe connector (NMU) has been set away from the road, behind the proposed sound barriers, the path on the Showground side is to be site immediately adjacent to the carriageway of the link road. It had, at one time, been suggested that it could be sited within the Showground land, away from the road. This would have encouraged more pedestrians and cyclists, especially young ones, to use this route to the Showground and beyond.	The Applicant notes the comments raised by Think Again and carried out further engagement with the Interested Party following the statutory consultation on the issues raised. The route provided alongside the Friendly Farmer Link Road would be a combined 3m wide walking and cycling path with a 0.5m offset from the road. This is considered an improvement when compared with the existing route which runs alongside the busier A46 for a longer length and is a lot narrower. The Applicant notes the suggestion from Think Again with regards to a combined footpath between Godfrey Drive and Drove Lane. It is accepted that a route that is sited on the old airfield perimeter track would be preferable for the reasons mentioned by Think Again, however after further review of the Scheme impacts, the enhancement along Drove Lane is not needed to mitigate the Scheme impacts.	Agreed	29/01/2025
13.	PRoW		Think Again would like to ensure that the re-routed section of the Winthorpe footpaths 2 and 3 under the new A46 is also available to cyclists and horse-riders. No design details have been published for the various Public Rights of Way and NMU routes. Think Again are concerned that, where such facilities are constructed, they should be of an acceptable standard, allowing for safe use by walkers, cyclists and horse-riders with sufficient capacity and dimensions to avoid conflict between the various user categories.	The re-routed section of footpaths FP2 and FP3 will be 3-meters wide and suitable for use by walkers and cyclists. As there are no bridleways adjacent to this area, FP2 and FP 3 and the combined footway/cycleway have not been designed for equestrian use.	Agreed	24/09/2024
14.	PRoW / Safety	Chapter 12 Population and Human Health of the Environmental Statement [APP-056]	Think Again has major concerns over the impact of the road on the functioning of Sustrans National Cycle Route 64, the Trent Valley Way and the Trent Valley Trail in the zone between the Newark Winthorpe Road and the existing A1 underpass. There are concerns for the Winthorpe Primary School pupils who use this route daily and for the safety of other vulnerable users especially at night. Issues that require attention are the crossing of the Bridge House slip road and the intimidating embankment and bridge structures together with the many blind corners in the proposed pathway route. Think Again would like to see firmer details of the multi-use bridge	Chapter 12 Population and Human Health of the Environmental Statement [APP-056] also assesses access to residential properties, businesses, community assets and WCH routes. No significant impacts on access to residential properties, businesses, or community assets were identified in the assessment, including to Bridge House Boarding Kennels, Lord Nelson Pub, or Winthorpe Primary School. Some significant impacts were found for users of WCH routes Newark-on-Trent Bridleway BW2 and Footpath FP48-1 during construction due to diversions; and a significant impact was found for users of National Cycle Route 64 during operation due to a permanent 120m diversion. The new crossing of the slip road at Brownhills Junction will be signalised to provide all users with a safe crossing point. At detailed design stage a further	Agreed	08/11/2024

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				assessment will be undertaken to determine whether or not a pedestrian guardrail is to be provided around the route to prevent users taking routes that avoid the crossing. Since statutory consultation the route has been straightened up to the crossing to follow the desire line.		
15.	Local Impacts	Chapter 2 The Scheme of the Environmental Statement [APP-046]	The road design features at-grade pedestrian and cycle crossings for the Winthorpe Footpaths 2&3 and the Trent Valley way, Sustrans N64 etc. Whilst it has been suggested that these crossings will be light controlled, no commitment has been made so far. Think Again need assurances over the safety of these crossing points.	The Applicant can confirm that the crossings of Brownhills Junction north-bound exit slip road and the A46 between Friendly Farmer Roundabout and Brownhills Roundabout will both be signalised as described in Chapter 2 The Scheme of the Environmental Statement [APP-046] All further necessary assessment will be carried out at the detailed design stage of the Scheme to ensure these are crossings are safe for all road users. The 3.0m wide walking / cycling route will be central to an 8.0m wide verge that passes through the western side of the Brownhills underbridge.	Agreed	24/09/2024
16.	Environmental Impact Assessment / Biodiversity		National Highways have been proceeding with environmental surveys into noise, pollution, biodiversity etc. subsequent to the October 2022 PEI report. No details have been released pertaining to these surveys to reveal the baseline measures of these environmental influences.	The PEIR provided detailed information on the environmental assessment that had been undertaken to date at the time of the statutory consultation, enabling Interested Parties to develop an informed view of the Scheme at the time its development. In accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the TR01 The Environmental Statement which accompanies the development consent application, provides required information on the likely significant environmental effects of the Scheme for which consent is now sought. The Environmental Statement provides information requested by Think Again around safety for nearby residents.	Agreed	29/01/2025
17.	Air Quality	Chapter 5 Air Quality of the Environmental Statement [AS-021] Figure 5.4 Air Quality Affected Road Network of the Environmental Statement Figures [AS-031] Design Manual for Roads and Bridges LA 105 – Air Quality LA 105 – Air Quality	What measures will be put in place to minimise the spread of pollution from road traffic to adjacent properties, some already noted as amongst the 12 most impacted receptors in the analysis area, together with pedestrian routes adjacent to the road	The assessment presented in Chapter 5 Air Quality of the Environmental Statement [AS-021] assesses the impacts of the Scheme on air quality. Dispersion modelling was undertaken as part of the air quality assessment using ADMS-Roads, which is a PC-based model of dispersion in the atmosphere of pollutants released from road traffic sources. The dispersion modelling accounts for all roads within the study area that meet the criteria for assessment. Dispersion modelling to determine the air quality effects includes all roads within 200m of 'affected' roads where they add to total pollution concentrations. Roads modelled within the air quality assessment are presented in Figure 5.4 Air Quality Affected Road Network of the Environmental Statement Figures [AS-031]. Human health receptors have been chosen at sensitive locations within 200m of the air quality affected road network and include residential properties, schools and hospitals (where present), in line with the Design Manual for Roads and Bridges LA 105 – Air Quality. The air quality objectives are not typically assessed at footpath locations as the short-term (1-hour) air quality objectives are unlikely to be exceeded and members of the public are not reasonably expected to spend one hour or longer at any single location along a footpath. Winthorpe village and Langford are located over 200m away from the affected road network and therefore have not been included in the assessment. However, human receptors along the A46 and A1 on the outskirts of Winthorpe, which are within 200m of the affected road network, have been included in the assessment. The predicted concentrations at these receptors, which are below the air quality objectives, are likely to have the highest pollutant concentrations or anticipated to experience highest level of change within the vicinity of Winthorpe village and Langford.	Agreed	12/12/2024

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				During operation of the Scheme there are not predicted to be any exceedances of the NO₂ or particulate (PM₁₀ or PM_{2.5}) air quality objectives (40ug/m³ for NO₂ and PM₁₀, and 20ug/m³ for PM_{2.5}) at any human health receptors within the study area. The maximum modelled concentration for NO₂ in the opening year of the Scheme is predicted to be 31.9ug/m³. The maximum modelled concentration for PM₁₀ in the base year of the Scheme is predicted to be 28.9ug/m³. Figure 5.5 Air Quality Summary of Traffic Data of the Environmental Statement Figures [AS-032] provides detail on why PM_{2.5} has not been considered further within the operational phase of the local air quality assessment. In summary, the Design Manual for Roads and Bridges LA 105 – Air Quality states that there should be no need to model PM_{2.5} as the UK currently meets its legal requirements for the achievement of the PM_{2.5} air quality thresholds and modelling of particulates (PM₁₀) can be used to demonstrate that the Scheme does not impact on the PM_{2.5} air quality threshold. For this assessment, when the maximum modelled road contribution of PM₁₀ of 4.5 µg/m³ from existing traffic in the base year at modelled receptors is combined with the maximum PM_{2.5} background concentration of 9.7 µg/m³ across the study area, the PM_{2.5} threshold of 20 µg/m³ is not exceeded. Considering PM_{2.5} is also a constituent part of PM₁₀, vehicles emission factors, and therefore the existing road contributions, for PM_{2.5} would be even lower than those for PM₁₀. Further to this, the greatest change in annual mean nitrogen dioxide (NO₂) concentrations at modelled receptors in the opening year of the Scheme is predicted to be 3.9 µg/m³ between the Do Something (with the Scheme) and Do Minimum (without the Scheme) scenarios. Changes in PM_{2.5} would therefore be even lower in the opening year of the Scheme, as PM_{2.5} is a constituent part of PM₁₀ and PM₁₀ emissions are an order of magnitude lower than nitrogen oxide (NO_x) emissions which are primarily made up of nitric oxide (NO) and NO₂. As well as this, PM_{2.5} background concentrations are expected to continue falling in the future. Therefore, it can be concluded that the current and future PM_{2.5} concentrations are lower than the current target value of 20 µg/m³ and the Scheme will not impact on the PM_{2.5} air quality threshold at any of the human health receptors considered and no further assessment is required. Therefore, no significant air quality effects are anticipated as a result of the Scheme and no mitigation measures are proposed		
18.	Cultural Heritage, Landscape and Visual Effects	Chapter 6 Cultural Heritage of the Environmental Statement [APP-050] Figure 2.3 Environmental Masterplan of the Environmental Statement [AS-026].	The property named Lowwood, Grade II listed, is the property most affected in all respects by the road construction and operation, It does not appear in the PEI List of Visual Receptors (Appendix A). An acknowledgement of the hazard to this location is needed, together with some proposals for mitigation	Operational impacts are assessed as slight, non-significant. Further detail is provided within Chapter 6 Cultural Heritage of the Environmental Statement [APP-050] and Figure 2.3 Environmental Masterplan of the Environmental Statement [AS-026]. However, a temporary moderate adverse effect on Lowwood listed building is predicted during construction, reducing to permanent slight adverse as mitigation planting matures. Moderate adverse impacts are assessed during operation with mitigation in place.	Under Discussion	24/09/2024

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19.	Landscape	Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051] Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026]	Other properties in the south of Winthorpe, especially those in The Spinney might well be visually impacted by the A1 bridge and embankment if there is insufficient tree screening. An analysis of sightlines from these properties and any additional tree planting is needed	Details of the Landscape and Visual Assessment of the Scheme are provided in Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051]. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026] provides further details of the landscape proposals for the Scheme. The assessment includes the potential impacts and likely significance of effect for properties on Barley Way, Wheatsheaf Avenue and southern properties in Winthorpe. The assessment of landscape mitigation planting considers visual impacts at Year 1 (2028, year the Scheme is open to traffic) and Year 15 (2043, 15 years after Scheme opening), during both winter and summer. Viewpoint photography and digital photomontages are utilised in this assessment, to fully consider the effects of mitigation planting both in the short and longer term (once planting has established). Planting will be provided alongside the Scheme, including along earthworks where slope profiles allow. Planting will also be provided beyond the earthworks slopes to aid landscape integration and visual screening. The Scheme design has been developed to limit the removal of existing vegetation wherever possible. This includes the retention of areas of existing intervening vegetation which is located between Winthorpe and the Curry's Distribution Centre. Where removal is unavoidable, mitigation planting will be provided wherever practicable to ensure landscape integration and screening of the Scheme which will also reinstate screening value of views towards the distribution centre. There are several lines of vegetation to be provided between the village and the Scheme. For instance, between the southern edge of Winthorpe and the A1 a new area of woodland will be provided to create a visual screen adjacent to Lowwood. To the south-east, a series of planted landscape bunds will also offer screening and continue the green corridor that will be provided along the route of the Scheme.	Agreed	24/09/2024
20.	Construction Compounds	Figure 2.4 Locations of Temporary Works Areas Required During Construction of the Environmental Statement Figures [AS-027] Table 2-6 in Chapter 2 The Scheme of the Environmental Statement [APP-046]	What construction compounds and works access facilities will be located in the Winthorpe area?	The location of the construction compounds and works access areas within the Winthorpe area are detailed on Figure 2.4 Locations of Temporary Works Areas Required During Construction of the Environmental Statement Figures [AS-027] and in Table 2-6 in Chapter 2 The Scheme of the Environmental Statement [APP-046].	Agreed	24/09/2024
21.	Landscape Lighting	Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051] Environmental Statement Figures [AS-026] 2.6 Engineering Plans and Sections Part 6 - Structures General	Think Again would like to know what efforts are being directed by National Highways' design team to producing 'good' road design. This concern is particularly directed at the aesthetic design of the large elements of the scheme, e.g. bridges' lighting and signage.	Details of the Landscape and Visual Assessment of the Scheme are provided in Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051] and of the Environmental Statement Figures [AS-026] provides further details of the landscape proposals for the Scheme. The assessment includes the potential impacts and likely significance of effect for properties on Barley Way, Wheatsheaf Avenue and southern properties in Winthorpe. The form of the Brownhills underpass and the A1 crossing is shown within 2.6 Engineering Plans and Sections Part 6 - Structures General Arrangements [APP-014] and 6.3 Environmental Statement - Appendix 7.3 Key Visual Receptor Photographs and Photomontages Part 2 [APP-139].	Agreed	09/11/2024

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		Arrangements [APP-014] 6.3 Environmental Statement - Appendix 7.3 Key Visual Receptor Photographs and Photomontages Part 2 [APP-139] Appendix 8.14 Biodiversity Net Gain Technical Report of the Environmental Statement Appendices [APP-159] First Iteration Environmental Management Plan [APP-184] Schedule 2 of the draft Development Consent Order [APP-021]	Think again are also concerned about the provision of road lighting, especially at Winthorpe roundabout. Very tall lighting columns will be visually intrusive as well as increasing the level of light pollution.	Viewpoint 41 shows elevations of the new Brownhills underpass and the A1 crossing. The assessment of landscape mitigation planting considers visual impacts at Year 1 (2028, year the Scheme is open to traffic) and Year 15 (2043, 15 years after Scheme opening), during both winter and summer. Viewpoint photography and digital photomontages are utilised in this assessment, to fully consider the effects of mitigation planting both in the short and longer term (once planting has established). Planting will be provided alongside the Scheme, including along earthworks where slope profiles allow. Planting will also be provided beyond the earthworks slopes to aid landscape integration and visual screening. The Scheme design has been developed to limit the removal of existing vegetation wherever possible. This includes the retention of areas of existing intervening vegetation which is located between Winthorpe and the Curry's Distribution Centre. Where removal is unavoidable, mitigation planting will be provided wherever practicable to ensure landscape integration and screening of the Scheme which will also reinstate screening value of views towards the distribution centre. There are several lines of vegetation to be provided between the village and the Scheme. For instance, between the southern edge of Winthorpe and the A1 a new area of woodland will be provided to create a visual screen adjacent to Lowood. To the south-east, a series of planted landscape bunds will also offer screening and continue the green corridor that will be provided along the route of the Scheme. The Applicant has worked to maximise biodiversity improvements across the Scheme and has worked in collaboration with stakeholders to develop the habitat provision. Such stakeholders include, but are not limited to, the local authority county ecologists and landscape architects, the Environment Agency, Natural England and Nottinghamshire Wildlife Trust. The Scheme would achieve a net gain in habitat units within the Order Limits of the Scheme with the exception of the areas of impact and compensation for lowland meadow. Further information is contained within Appendix 8.14 Biodiversity Net Gain Technical Report of the Environmental Statement Appendices [APP-159] Mitigation will be provided within the Order Limits of the Scheme, to ensure mitigation is delivered on-site and embedded within the Scheme design. The Applicant has produced a First Iteration Environmental Management Plan [APP-184] which explains how the impact of construction activities on the environment will be managed and monitored. The First Iteration Environmental Management Plan [APP-184] includes a commitment to produce a Landscape and Ecology Management Plan as part of the Second Iteration Environmental Management Plan which will outline maintenance requirements for landscape and ecology during the aftercare period to ensure the successful establishment of essential mitigation. The First Iteration Environmental Management Plan [APP-184] will be developed into a Second Iteration Environmental Management Plan to be implemented during construction of the Scheme. Adherence with the Second Iteration Environmental Management Plan is secured by Requirement 3 in Schedule 2 of the draft Development Consent Order [APP-021] Lighting will be required on the A46 between the A1 and Winthorpe roundabout. The Applicant has adopted the principles of good design as is set out in the Scheme Design Report [APP-194]		

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22.	Biodiversity	Chapter 8 Biodiversity of the Environmental Statement [APP-052] Figure 8.4 Planting for Loss of Local Wildlife Site Habitats of the Environmental Statement Figures [APP-084] Figure 2.3 Environmental Masterplan] T of the Environmental Statement, Figures [AS-026] First Iteration Management Plan [APP-184] Environmental Statement Appendices [APP-159] Figure 2.3 Environmental	Think Again would like to see more detailed proposals for the protection and enhancement of local biodiversity. Elements of concern are the provision of trees, shrubs and other vegetation over and above that solely for screening, noise attenuation and replacement. We would also like acknowledgement that the network of roads surrounding Winthorpe form a barrier to regional animal movement and would like to see the provision of facilities to allow such movements. The aquatic environment of the two watercourses in our parish will be severely impacted be the new road. This is addressed in the section on road drainage	Chapter 8 Biodiversity of the Environmental Statement [APP-052] considers the potential impacts associated with the construction and operation of the Scheme on foraging, commuting and migration routes (wildlife corridors) of wildlife recorded in the area. The chapter details appropriate and proportional mitigation informed by robust survey data and desk study records, and an assessment of likely significant effects. The Scheme is anticipated to result in an adverse residual significant effect during construction for one biodiversity resource (Great North Road Grasslands Local Wildlife Site). The compensation planting design comprises habitats equivalent to those lost within the Local Wildlife Site for which the site was designated or habitats which supports fauna for which the site is designated for. This compensation planting would be located as close to the source of loss as possible to create a continuation of the habitats equivalent to those lost from the Local Wildlife Sites. Some of the habitats lost within the Local Wildlife Sites are not habitats for which the Local Wildlife Site was designated. The location of Local Wildlife Site habitat compensation is detailed in Figure 8.4 Planting for Loss of Local Wildlife Site Habitats of the Environmental Statement Figures [APP-084] and the species mix is detailed in Figure 2.3 Environmental Masterplan] T of the Environmental Statement, Figures [AS-026] No residual significant effects are anticipated during operation. Monitoring will aim to record changes in the ecological baseline, determine whether the mitigation/compensation measures are successful, and inform whether remedial actions are required. The Scheme mitigation, compensation and monitoring requirements are detailed within the First Iteration Management Plan [APP-184] The design has evolved since the statutory consultation to minimise impacts on the rookery and much of this habitat would now be retained. There would not be a significant effect on the rookery, but a slight adverse effect based on the removal of suitable habitat outside of the breeding season, the availability of other suitable habitat in the surrounding areas during construction and the planting of new woodland which (once established) would support the rookery. Statutory requirements for Nationally Significant Infrastructure Projects to deliver biodiversity net gain are expected for those applications for development consent which are not yet in examination, in November 2025. Given the timing of the application for development consent for this Scheme, there is no statutory requirements to undertake a biodiversity net gain assessment or to achieve a particular percentage increase in habitat value for wildlife compared with the pre-development baseline. However, Nationally Significant Infrastructure Project applicants are encouraged to take a proactive approach in the transition to mandatory biodiversity net gain by completing a metric and taking opportunities to improve scheme performance against this. The use of a metric is also useful in demonstrating to stakeholders how a scheme is taking biodiversity net gain into account. The Applicant has worked to maximise biodiversity improvements across the Scheme and has worked in collaboration with stakeholders to develop the habitat provision. Such stakeholders include, but are not limited to, the local authority county ecologists and landscape architects, the Environment Agency, Natural England and Nottinghamshire Wildlife Trust. The Scheme would achieve a net gain in habitat units within the Order Limits of the Scheme with the exception of the areas of impact and compensation for lowland meadow. Further information is contained within Appendix 8.14	Under Discussion	24/09/2024

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		Masterplan of the Environmental Statement [AS-026]		Biodiversity Net Gain Technical Report of the Environmental Statement Appendices [APP-159]. The loss of lowland meadow is unacceptable under the DEFRA Biodiversity Metric 3.1 metric as it is considered impossible to compensate for the loss of a very high distinctiveness habitat and therefore a Scheme wide biodiversity net gain cannot be achieved. The biodiversity net gain assessment excludes the loss and compensation for lowland meadow and a bespoke compensation strategy has been agreed with Natural England as detailed in Figure 2.3 Environmental Masterplan of the Environmental Statement [AS-026]. The trading rules within the DEFRA Biodiversity Metric 3.1 have been met by the assessment, i.e. habitat losses would be compensated with sufficient units of the required habitat type and the assessment has predicted a positive biodiversity net gain score. The habitat compensation strategy is based on the principles of no net loss and would also achieve a net gain in habitats of biodiversity value (though not a Scheme-wide biodiversity net gain according to the Metric trading rules), which are of benefit to a wide range of protected species, including enhancement of connectivity for wildlife within the Scheme. Further details such as methodology and the biodiversity net gain scores can be found within Appendix 8.14 Biodiversity Net Gain Technical Report of the Environmental Statement Appendices [APP-159]. The Scheme has been designed to minimise habitat loss (including for important habitats such as hedgerows) with a focus on avoiding high value and/or irreplaceable habitat present. The design and construction methodology has been developed to limit the removal of existing vegetation wherever possible. All veteran or notable trees within or in close proximity to the Order Limits would be retained. The environmental design for the Scheme proposes a variety of planting types including tree and shrub planting, hedgerows and grasslands. Figure 2.3 Environmental Masterplan of the Environmental Statement [AS-026] provides further details of the landscape proposals for the Scheme. As set out in Chapter 8 Biodiversity of the Environmental Statement [APP-052], the Scheme is anticipated to result in a not significant slight adverse effect on hedgerows once established. A Flood Risk Assessment has been completed and is set out in Appendix 13.2 Flood Risk Assessment of the Environmental Statement Appendices [APP-177] including mitigation in the form of floodplain compensation areas to ensure that the Scheme does not increase the susceptibility of local receptors to flooding. This mitigation scheme has a reduced footprint to that shown during statutory consultation due to design refinement, with floodplain compensation areas at Kelham and Averham, Farndon West and Farndon East, the locations of which are shown on the General Arrangement Plans [AS-007]. The floodplain compensation area at Brownhills is no longer required, and the land would return to its prior agricultural use following completion of the Scheme. There are two tributaries of the Fleet Stream which pass through the Scheme. Slough Dyke which is mainly culverted under Newark-on-Trent passes through the Scheme to the east of Brownhills Junction as an open channel before flowing parallel with the A1 and being culverted under the A1 to flow through Winthorpe.		
		Chapter 8 Biodiversity of the Environmental Statement [APP-052]				
		Appendix 13.2 Flood Risk Assessment of the Environmental Statement Appendices [APP-177]				
		General Arrangement Plans [AS-007]				
		Appendix 13.4 Drainage Strategy Report of the Environmental				

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		Statement Appendices [APP-179] Appendix 13.5 Surface Water Quality Monitoring Report of the Environmental Statement Appendices [APP-180] First Iteration Environmental Management Plan [APP-184] draft Development Consent Order [APP-021] Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051]. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026]		The Scheme would result in a minor realignment of the Slough Dyke watercourse to allow for the A46 bridge to be constructed. This minor realignment would result in the watercourse increasing in length and sinuosity which is considered to be minor beneficial for the watercourse conditions. Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179] identifies the outfalls into this watercourse as a result of the Scheme. The second tributary of the Fleet is located east of the A46/A17 roundabout. This watercourse is culverted under both the A17 and A46 before flowing through Winthorpe to converge with the Slough Dyke to become The Fleet. Appendix 13.5 Surface Water Quality Monitoring Report of the Environmental Statement Appendices [APP-180] outlines the monitoring to be undertaken as part of the Scheme. Fish are known to use Slough Dyke and therefore measures would be needed to mitigate injury and death of fish including electro-fishing which would be undertaken as part of fish rescue prior to works to Slough Dyke. Any sheet piling or dewatering would be undertaken under the supervision of an Ecological Clerk of Works outside the coarse fish spawning season (avoid between 15 March to 15 June). Mitigation measures required before and during construction, and during operation of the Scheme are included in the Register of Environmental Actions and Commitments which is part of the First Iteration Environmental Management Plan [APP-184]. This includes general best practice construction practices in accordance with Construction Industry Research and Information Association Guidelines to ensure the protection of watercourses such as Fleet stream (and Slough Dyke). The First Iteration Environmental Management Plan [APP-184] will be developed into a Second Iteration Environmental Management Plan to be implemented during construction of the Scheme. A Landscape and Ecology Management Plan will be prepared as part of the Second Iteration Environmental Management Plan which will outline maintenance requirements for landscape and ecology during the aftercare period to ensure the successful establishment of essential mitigation. This Environmental Management Plan would be implemented by the Principal Contractor for the aftercare period, with the relevant maintenance authorities (the Applicant and/or Newark and Sherwood District Council/Nottinghamshire County Council) responsible for long-term maintenance beyond this. Adherence with the Second Iteration Environmental Management Plan is secured by Requirement 3 of the draft Development Consent Order [APP-021]. Details of the Landscape and Visual Impact Assessment for the Scheme are provided in Chapter 7 Landscape and Visual Effects of the Environmental Statement [APP-051]. Figure 2.3 Environmental Masterplan of the Environmental Statement Figures [AS-026] provides further details of the landscape proposals for the Scheme including indicative species mixes, which have been chosen to provide visual screening and maximise biodiversity as far as possible. Planting is typically not considered a suitable alternative to noise barriers and is therefore not relied upon in the noise mitigation strategy. Noise barriers or bunds are used instead where necessary to avoid significant effects. No significant noise effects are predicted at any receptor during construction or operation with mitigation in place.		

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23.	Noise and Vibration	Chapter 11 Noise and Vibration of the Environmental Statement [APP-055] First Iteration Environmental Management Plan [APP-184] Design Manual for Roads and Bridges LA 111 – Noise and Vibration 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026]	This is a subject of much concern to the residents of Winthorpe. The village is already impacted by high traffic noise levels and this will get worse with the new road. We are especially concerned that the extreme elevation of the road and bridge in the vicinity of the A1 crossing will expose villagers to excessive noise and would like to know what practical and effective features will be incorporated in the road construction to mitigate against this situation.	Chapter 11 Noise and Vibration of the Environmental Statement [APP-055] assesses the impact of noise on receptors in proximity to the Scheme. It concludes that, with the mitigation set out in the First Iteration Environmental Management Plan [APP-184] the Scheme would not have a significant adverse noise effect at Brownhills or Winthorpe. For a significant number of receptors in these locations the existing noise climate is dominated by noise from the A1 and that would remain the case with or without the Scheme. The Design Manual for Roads and Bridges LA 111 – Noise and Vibration has formed the basis of the assessment for noise and vibration. The Design Manual for Roads and Bridges LA 111 – Noise and Vibration remains the benchmark standard for assessing major highways schemes in the UK. The Design Manual for Roads and Bridges LA 111 – Noise and Vibration promotes the assessment of significant effects considering existing noise levels as well as noise impact. Therefore, exceeding significant observed adverse effect level in isolation is not considered a significant adverse effect of the Scheme unless there is also an adverse impact. No significant effects with respect to noise and vibration are predicted during operation or construction of the Scheme with mitigation in place. Receptors which have been identified as having potentially significant effects have been identified within the chapter and rationale has been provided for each whether the significant effect is likely. This can be found in 6.2 Environmental Statement - Figure 2.3 Environmental Masterplan [AS-026].	Agreed	29/01/2025
24.	Population and Human Health	LA 105 – Air Quality guidelines	Noise, air, particulate and water pollution are all factors affecting human health and our concerns are recorded elsewhere. For the population, and particularly children, our concerns are focussed on the pedestrian route from Newark to Winthorpe. This is used by pupils of the village Primary School and we have a variety of concerns around the safety of the proposed design.	The new crossing of the slip road at Brownhills Junction would be signalled to provide all users with a safe crossing point. At detailed design stage a further assessment would be undertaken to determine whether or not a pedestrian guardrail is to be provided around the route to prevent users taking routes that avoid the crossing. Since statutory consultation the route has been straightened up to the crossing to follow the desire line. Human health receptors have been chosen within 200m of the air quality affected road network, in line with the Design Manual for Roads and Bridges LA 105 – Air Quality guidelines. Winthorpe village and the primary school are located over 200m away from the affected road network and therefore have not been included in the assessment. However, human receptors along the A46 and A1 on the outskirts of Winthorpe, which are within 200m of the affected road network, have been included in the assessment. The predicted concentrations at these receptors, which are below the air quality objectives, are likely to have the highest pollutant concentrations or anticipated to experience highest level of change within the vicinity of Winthorpe Village. The highest annual mean NO ₂ concentration in the vicinity of Winthorpe along the A46 and A1 is predicted to be 29.6µg/m ³ in the 'do something' scenario (with Scheme). The greatest changes in annual mean NO ₂ , at modelled receptors along the A46 and A1 outside of Winthorpe, are predicted to be a decrease of 2.1 µg/m ³ and increase of 0.5µg/m ³ .	Under Discussion	24/09/2024
25.	Road Drainage and the Water Environment	Appendix 13.3 HEWRAT Assessment of the Environmental Statement Appendices [APP-178] Appendix 13.4 Drainage Strategy Report of the Environmental	The two watercourses in Winthorpe, the Fleet and the Slough Dyke are already under stress from pollutants and flood events. These watercourses will be serving about half of the new road's drainage needs. Think Again would like to see more detailed proposals for the management of pollutants and outflows than are currently available. In the Environment Agencies response to the Planning Scoping Report a request was made to upgrade and retrofit existing drainage infrastructure where it interacts with the new. In particular we would like to see flow and pollution control structures intercept the existing watercourses where these	Water quality assessments (using the Highways England Water Risk Assessment Tool) detailed in Appendix 13.3 HEWRAT Assessment of the Environmental Statement Appendices [APP-178] have also been undertaken to assess the impacts on all watercourses where outfalls would be provided within the Scheme (including the Slough Dyke and The Fleet), taking into account the current conditions of the watercourses. The drainage system adequately treats the run-off from the highway so as to pass the water quality assessment, so no significant effects are anticipated. Details of the Drainage	Agreed	29/01/2025

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		Statement Appendices [APP-179]	link with the road effluent network so as to provide a measure of improvement to present conditions and thus reduce the impact of the new road. Think Again has considerable reservations concerning the design and management of the flow and pollution control infrastructure as shown in the published plans, Especially relating to the road surfaces that drain to the Fleet without attenuation or pollution control features. The broader context of our concern over flooding and surface water drainage impact on the River Fleet is the anticipated future development proposals ie Lindum and the new distribution units, which will also be impactful to the River Fleet. Although TA appreciates that this is strictly outside the scope of NH interests, we wish to ensure that the bigger picture is not overlooked.	Strategy can be found in Appendix 13.4 Drainage Strategy Report of the Environmental Statement Appendices [APP-179]. Mitigation to prevent potential pollution spill events, including the installation of penstocks that can be closed to prevent pollutants entering the ponds, have been incorporated in the design at the base of each swale. These penstocks would be closed by the emergency services in case of a pollution event and would not be opened until the polluted water and sludge have been removed from the swales. A Spillage Risk Assessment has been undertaken for all outfalls throughout the Scheme (including those to the Slough Dyke and The Fleet) and all outfalls pass the assessment - the risk of spillage would be mitigated for within the drainage system. Conversations are ongoing with the Environment Agency regarding the number and volume of oil spills to be contained within the swales. These volumes will be confirmed at the detailed design stage. The Applicant is not able to model the impact of other developments on the Fleet and the Slough Dyke.		
26.	Local Impacts	Consultation Report [APP-044]	Would it be possible to clarify the current plans for Hargon Lane. Specific TA member affected by these plans is awaiting detailed feedback from NH named contact.	Following the statutory consultation and set out in the Consultation Report [APP-044], a further walking and cycling route would be provided from Hargon Lane to the A1133 where it passes around the eastern side of Winthorpe roundabout to re-join with Drove Lane and the Showground entrance. Should passing places be required on Hargon Lane these will be on the Western side as agreed with the residents of Hargon Lane and the Parish Council. The access onto the proposed walking cycling route at the end of Hargon Lane will be gated to prevent motor vehicular access and only allow pedestrians and cyclists to pass through.	Agreed	29/01/2025
27.	Non-Environmental Impacts Traffic and Transport		The provision of bus stops on the new Link Road in the vicinity of the Showground entrance would help to promote the use of Public Transport for visitors to the Showground. As the route 367 from Newark to Winthorpe, Collingham and Harby will have to be routed on this Link Road, these bus stops would be served by an existing route, providing an extra service for little input.	Bus stops would not be provided as part of the Scheme as these are requested by the bus operating companies when there is demand for a stop. Newark and Sherwood District Council and Nottinghamshire County Council are aware of the request.	Agreed	24/09/2024
28.	Local Access		Winthorpe would be quite well served if there was some access from the NMU to Esso Service Station and its associated shop. Residents would then be able to walk or cycle to get their small item shopping instead of having to drive to Newark or Collingham.	The Applicant notes Think Again's suggestion for non-motorised user access to the Esso garage and will explore this option during the detailed design stage of the Scheme through agreement with the landowner. This has not been included at this stage of the Scheme as this requires works to be undertaken by the landowner to ensure a safe walking route through the garage forecourt.	Under Discussion	24/09/2024
29.	A1 Underpass		We refer to a recent additional submission by Phillip Freer of Bridge House Farm: Following a site visit at Bridge House Farm with [Redacted] from Skanska Mott McDonald on 23.10.24 there were verbal agreements made with regards mitigation works for reducing the impact on the quality of life of the residents at Bridge House Farm and also to protect the business at Bridge House Boarding Kennels. We would like these agreements putting in writing to include time scales of when these will take place as this will put our minds at rest that these will be complete before any road development works begin so that we can cope better with what is to come. These included: - o A permanent 8ft/2.4m acoustic fencing along the front and right side (as you look at it) of the property with an electric gate for security. - o A newly designed inner compound to secure the kennel dogs from danger of the construction and new road once built when the main gates are opened and closed. - o Planting of the exterior of the front fence for softer visual effect for the clients of the boarding kennels. - o Opening up of the underpass of the A1 to allow	The Applicant has agreed to install a drainage system in the current access within the A1 underpass. This is to enable the access to be drained and allow it to be used in case of emergencies if the Brownhills Junction is closed. The Applicant would note that there is already a gated access at the Gainsbourg roadside of the underpass, therefore are not proposing to change the function of the existing route.	Agreed	29/01/2025

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			emergency access to and from Bridge House Farm/ Bridge House Boarding Kennels and allow alternative customer access if needed. This currently floods so changes either via a pump system or by raising the road level would be needed. Think Again, as well as Winthorpe with Langford Parish Council, are opposed to any opening up of the A1 underpass at the southern end of Winthorpe village to motorised traffic. This would lead to a significant increase in traffic through the village of Winthorpe as motorists and delivery vehicles would use this as a “rat-run” into and out of Newark or to avoid perceived congestion elsewhere in the locality. The road through the village is in no way designed for any increase in traffic (one of the major reasons for a longstanding restriction of future village expansion) and the traffic that already enters the village to drop off and pick up from Winthorpe Primary School already causes significant congestion at those parts of the day. This concern (needing to prevent access through the underpass) has been raised on several occasions with National Highways at A46 public meetings in Winthorpe and assurance was always given that the access rights for this underpass would not be altered. We request that NH confirm this again, in the light of the above resident's request.			