

From: [REDACTED]
To: [A46 Newark Bypass](#)
Subject: Fwd: A46 Newark Bypass - update request
Date: 04 February 2025 12:39:55

Hi please see attached correspondence with NH that they have suggested I forward to you for today's deadline for consideration.

[REDACTED]

I have registered with you previously and I am raising further issues following your visit with NH recently.

Thank you

Andrew Leary

[REDACTED]

Begin forwarded message:

[REDACTED] [REDACTED]
Date: 4 February 2025 at 12:15:16 GMT
To: LEARY ANDREW [REDACTED]
Subject: Re: A46 Newark Bypass - update request

Good morning Andrew,

Thank you for your email below and for remarking on John's useful outline of the detailed design for this area of the scheme. I'm sure he'll be pleased to hear this.

In regards to the additional areas you have raised, as we are still in the examination, I would recommend these are submitted through written representation to the ExA, as you have before. This will ensure these items are discussed and responded to formally through the DCO process.

If you have time, you could submit today for Deadline 5 or for Deadline 6 - which is Tuesday 25 February.

Best wishes,

[REDACTED]

[REDACTED] [REDACTED]

Senior Stakeholder & Communications Manager – A46 Newark Bypass

[REDACTED]

Skanska UK

International House, Brunel Drive, Newark-On-Trent, Nottinghamshire,
NG24 2EG

What/Three/Words: Commuted/Limelight/Websites

[REDACTED]

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From: LEARY ANDREW [REDACTED]

Sent: 28 January 2025 4:04 PM

[REDACTED] [REDACTED] [REDACTED]

Subject: Re: A46 Newark Bypass - update request

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[REDACTED]

Many thanks for the email and for ensuring that the visit by the Examining Authority to Hargon Lane took place. Many of my concerns have been addressed and John Bowes has been particularly helpful in explaining the detail of the latest design.

My concerns you will remember were in 3 areas:

- 1)landscaping and noise and light pollution reduction for the Hargon Lane end of Winthorpe
- 2)the proposals for widening Hargon Lane
- 3)the non-motorised vehicle footpath at the bottom of Hargon Lane and the potential nuisance and crime issues.

John has reassured me that there will be a 2-metre earth bund and 1-metre-high noise reduction fence from the new roundabout A1133/ showground to the Esso service station and the old Mint Leaf which will reduce the noise and

light pollution I experience. He has also shown the landscaping proposals for tree planting behind the bund and to screen the roundabout. My first BUT is trees take years to grow into an effective barrier and therefore can some of the trees be planted at a height to screen from the start ie 5/7 metres high effectively?

Also, I mentioned vibration to him from lorries particularly farm tractors and trailers headed to the Sugar Beet factory. Foundation depths were not as they are now and so the house vibrates when heavy vehicles pass. What can be done to alleviate some of this in terms of the road surface you will install? John also reassured me that the changes to Hargon Lane will not be as first considered. Instead passing points using artificial grass and matting will be used. He said that a likely point for this would be the current field entrance off Hargon Lane. This would be sensible as it would tidy a messy area and allow people to walk on Hargon Lane without being covered in agricultural mess. He said any proposals will be agreed upon with local residents, and the Parish Council before being implemented. If this is the case I am happy with this. The final area and one that in my view is still a problem is the path/roadway to the attenuation ponds. I have several issues here. The path should have gates on it to restrict quad bike/motorcycle access. Can this be agreed? I have to accept that a new pedestrian path will be put in. I do reserve the right to do an "I told you so" response to you should this end of Hargon Lane be hit by social nuisance and crime. Is there a need for anything other than a pedestrian path? John mentioned the farmers want to continue to use existing field access. That's great as they will not come past my house! Can your maintenance vehicle not follow a similar path across the field with access in a similar way to the ponds? Is this possible to agree with the farmers and landowner? Or again can your maintenance vehicles not access a much shorter roadway from the garage or service road? This would reduce your cost of constructing the roadway.

I welcome your response.
Regards

Andy Leary

On 23/01/2025 10:10 GMT [REDACTED]

[REDACTED] wrote:

Good morning Andy,

I hope you're well and the visit on Tuesday was useful.

I'm just reviewing our engagement during the examination and note your [Relevant Representation](#), submitted July 2024, was responded to by the project in the [Response to Relevant Representations](#) in October 2024 (page 17). In addition, you also made a recommendation for the ASI, [here](#).

I recall you have also had a call with [REDACTED] to discuss your specific concerns.

I'm hopeful that our responses, along with our commitments to ongoing engagement with you as a resident, has reassured you that the A46 Newark Bypass has given due care and consideration to your concerns.

Can you come back to me to let me know if this is the case, specifically for you as a resident of Hargon Lane?

Best wishes,

[Redacted]

[Redacted]

Senior Stakeholder & Communications Manager – A46
Newark Bypass

[Redacted]

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Nottinghamshire, NG24 2EG

What/Three/Words: Commuted/Limelight/Websites

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