



SUBMISSION AS THE LOCAL PLANNING AUTHORITY

1. Introduction

1.1. The following information is submitted in response to the information submitted at Deadline 7 by the Applicant (National Highways) for the A46 Newark Bypass for an Order granting Development Consent. Our comments follow the Council's previous comments, listed below:

- Local Impact Report (REP1-035),
- Written Representations (REP2-051),
- Response to ExQ1 (REP2-050),
- Comments on Deadline 2 submission documents (REP3-046), namely the Historic Environment and Visual Impact Assessment (REP2-020)
- Deadline 4 REP4-045 (Written summaries from the hearings) and REP4-046, 047 and 048 (Responses to further information)
- REP5-067 and response to ExQ2 (REP5-068) and,
- REP6-036 where we didn't have any further comments to make on the information submitted.
- REP7-112 Comments on Deadline 6 submission and REP7-114 Responses to ExQ3.

1.2. The comments made for Deadline 8 are made by Newark and Sherwood District Council in their statutory role as the Local Planning Authority (LPA) and not as landowner. Newark and Sherwood District Council, in their landowner responsibility will not be making any comments for this deadline and it is understood that discussions on land acquisitions are still ongoing but that a resolution has been made.

2.0 Comments on submission at Deadline 7



- 2.1.** The Council has reviewed the information submitted at Deadline 7 and in our opinion, it does not raise any further information that we consider requires substantial explanation. The only matters we wish to comment on are set out below.
- 2.2.** Q14.0.1 of the Examining Authority's questions responded to by the Applicant (REP7-103), the Applicant has stated that the Council has not provided any further comments on the Outline Construction (Communications) Management Plan since it was updated at Deadline 6 (REP6-012). The Council has reviewed this and as we were satisfied with the changes made as we had shared them with the applicant when we saw their copy prior to submission, we had no further need to comment on it.
- 2.3. The finishing materials of the Cattle Market Grade Separated Junction (Q10.0.1 REP7-103).** This was raised by NSDC in REP5-067 (para 2.11) in response to the applicant's submission of REP4-040, where we raised a concern of the use of a single band at very low level on the structure. It was acknowledged by the applicant in later submissions that the use of the pale blockwork was as discussed prior to the submission, however this was when NSDC and other parties did not know the full extent of the flyover so was not in a position to understand its harm and the impact the colour of the finish would have. NSDC and NCC have had a meeting with the Applicant to discuss this (01.04.2025) and a solution to amend the wording in the Design Report was discussed in order to capture a change to the colour of the external materials. NSDC and NCC are both seeking a design which incorporates more red banding as opposed to the grey. Newark and the Nottinghamshire area is notorious for red brick, and this would be more akin to its character. The matter of creating a clash or competing with Smeaton's Arches is not considered to be an issue given the extent of the Arches which are visible above the highway level. The flyover would, if consented, still be the most dominant infrastructure in the landscape regardless of the colour of the material proposed.