

This matter is being dealt with by:

David Marsh

Reference: SC/4310

T 0115 9932574

E development.management@nottsc.gov.uk

W nottinghamshire.gov.uk



**Nottinghamshire
County Council**

AECOM
Royal Court
Basil Close
Chesterfield
S41 7SL

By E-Mail Only

Dear Sir

30 September 2021

FOA Alex Maddox

Proposal: Request for Scoping Opinion

Environmental Impact Assessment (EIA) Scoping Opinion for the A614/A6097 Major Road Network Improvement Project between Ollerton and East Bridgford in accordance with Regulation 15(1) of The Town and Country Planning (EIA) (England and Wales) Regulations 2017 (as amended). This project consists of six schemes (namely Ollerton roundabout; Mickledale Lane junction; White Post roundabout; Warren Hill junction; Lowdham roundabout and Kirk Hill junction)

Location: Kirkhill Junction – the A6075 junction with Kirk Hill and East Bridgford Road

Applicant: Nottinghamshire County Council

I refer to your scoping request for the above development dated 7 June 2021 (A614/A6097 Corridor Improvements Environmental Impact Assessment Scoping Report – Rev 1) which relates to six highway improvement projects on the A6097/A614 corridor between Kirk Hill (East Bridgford) and Ollerton. This Scoping Opinion relates to the proposal at Kirk Hill. An Opinion has already been adopted for Lowdham roundabout and Ollerton roundabout, and Opinions on the other junctions will follow separately. From previous discussions the schemes taken as a whole will be subject to an Environmental Impact Assessment. While some of the schemes will have limited environmental impacts each junction in turn will need to be considered and assessed in the context of the overall project.

The Environmental Statement must contain the information specified in Regulation 18(3) of the 2017 EIA Regulations and must meet the requirements of Regulation 18(4). It must also include any additional information specified in Schedule 4 to the EIA Regulations which is relevant to the particular development proposal and to the environmental features likely to be significantly affected. These statutory requirements are set out in the Regulations and it is not necessary to repeat them here.

The specific characteristics of the particular development/the development of the type concerned

A scoping opinion is being sought of the County Planning Authority (CPA) with respect to a proposed planning application and accompanying Environmental Statement, as one of six applications, seeking permission for the reconfiguration of the Kirk Hill A6097 with Kirk Hill and East Bridgford Road. The aim, in conjunction with the other projects along the transport corridor is to address existing congestion issues and journey time delays in peak periods. The junction currently experiences significant journey delays (especially during the morning and evening peaks) because of insufficient capacity to cater for current traffic demands. An Experimental Road Traffic Order (ETRO) at Trent Lane, East Bridgford, has increased through-traffic at this junction.

The proposal is to widen the A6097 junction approaches to provide separate right-turn lanes into Kirk Hill and East Bridgford Road along with widening works to provide two straight-ahead lanes in each direction on the A6097. Traffic signal improvements are proposed along with a speed reduction to 50mph consistent with the rest of the transport corridor. A retaining structure would be provided adjacent to the northbound carriageway. Localised widening would facilitate easier negotiation of left turns into the side road.

Notwithstanding the statement at 2.4.16, the area of land within the scoping boundary is approximately 4.3 ha. (Drawing 20949/EGN/KH007/00001 Rev P02).

The environmental features likely to be affected by the development

In accordance with the Planning Practice Guidance a number of organisations have been consulted for their expert advice regarding the likely environmental effects of the proposed development. Consultations have also taken place with specialists employed within the County Council and other interest groups:

- Rushcliffe Borough Council *
- East Bridgford Parish Council
- NCC Highways Development Control
- Via Safer Highways *
- Via Countryside Access*
- Environment Agency *
- NCC Flood Risk *
- Historic England *
- NCC Archaeology
- NCC Built Heritage *
- Natural England
- NCC Nature Conservation *
- Nottinghamshire Wildlife Trust *
- Via Landscape
- Via Noise
- Via Land Reclamation
- Severn Trent Water
- Cadent (Gas)
- Western Power
- British Horse Society *

Where responses have been received they are marked *, copies of which are enclosed.

Any responses subsequently received will be forwarded and could result in this scoping opinion being updated.

Comments in respect of the scoping request report

A list of potential environmental and socio-economic effects arising from the proposed development along with commentary of how effects are to be addressed should be included in the Non-Technical Summary.

The topics at 5.1.5 appear to cover most of the relevant subject areas applicable in this case and consideration is also to be given to alternatives and cumulative impacts (5.16) as is required under the Regulations. The CPA concur with the view reached on heat and radiation (5.1.9) and transboundary impacts (5.1.10). A specific consideration of risks and disasters will not be required (5.1.12).

The Environmental Statement should include a detailed description (2.3.24-2.3.27 and 8.3.124-8.3.154) of the site to provide context to the Kirk Hill junction project. A bridleway (East Bridgford BW28) runs parallel on the northern side of the A6097 crossing Kirk Hill with public footpath East Bridgford FP27 joining at the Kirk Hill junction and public footpath Shelford FP9 joining the southern side of the A6097 to the north-west of the junction.

The planning submission should incorporate an analysis of the proposed development against relevant planning policies (referenced at 8.3.1).

In terms of presenting the proposal for the Kirk Hill junction there will be elements of the overarching Environmental Statement that will be relevant and have related impacts, particularly with regard to transport, emissions and ecology (9.6.8) (unless it is proposed to provide ecological mitigation at each junction), climate and cumulative impacts. Whilst the format in the Scoping document deals with each topic with a commentary on each junction, where site specific issues at other junctions have no relevance or environmental impact on the Kirk Hill junction they *can* be omitted from the Kirk Hill submission. This will help with the focus of the Kirk Hill junction application while providing all relevant information and context.

The consultation exercise undertaken by the CPA in connection with the scoping report has raised the following matters regarding the scope of information you propose to submit:

Highways

Although a consultation response has not been received from the NCC Highways Officer dealing with development proposals in Rushcliffe Borough, with regard to consistency across the county and relationship between the various schemes along the A614/A6097 corridor I would expect there to be a common approach. A Transport Assessment will need to consider in particular: any adverse effects of the redistribution of vehicles, which may have otherwise avoided the junction in question, due to it being currently over capacity; the highway safety implications of the proposals, to include consideration of the roads and junctions where vehicles have redistributed; and consideration of the impact on vulnerable road users.

Via Road Safety Team has previously carried out a Stage 1 Road Safety Audit of the proposal which makes recommendations to reduce the chance of identified collision scenarios.

The proposed scheme will increase the throughput of the junction in terms of motor vehicle capacity. This is likely to increase the number of journeys made using motor vehicles, in the immediate local area as well as in the wider region. This will cause a consequent increased risk of collisions, not only at this junction but at all points on those additional journeys.

The provision of additional traffic lanes is likely to increase conflicts between vehicles by promoting overtaking (which requires merging of the traffic streams downstream of the junction) and resulting in increased speeds. This increases the risk of collisions and injury through and beyond the junction. The proposal as it stands offers no improvement that might benefit non-motorized road users; it is therefore recommended that the needs of pedestrians, cyclists and horse-riders are considered, noting the rights of way that are present locally.

Via Rights of Way identify that East Bridgford Bridleway 28 crosses Kirk Hill and will be impacted by the proposed junction improvement. East Bridgford Footpath 27 (corner of Kirk Hill and A6097 junction) would be impacted by any junction widening at this point. Neither right of way has been recognised in the proposal and they are both well used and important links in the minor highway network. There is also local interest in the improvement of the bridleway, especially a safe equestrian crossing to East Bridgford Road and on to Newton which needs to be considered in the application. Currently there are informal equestrian crossings utilising knowledge of the phasing of the traffic lights.

The time and frequency of equestrian crossings should be recorded and consideration given to whether these can be safely accommodated through a system of rider alert and the phasing of light changes or the need for a more formalised crossing of the A6097 in the highway design.

British Horse Society seeks assurances in relation to the protection and safety of bridleways in the vicinity of the junction and the opportunity to improve the connectivity of the off-road network should be considered.

Ecology

The creation of habitat should be delivered at each location, as far as possible, with consideration given, for example, to the planting of native trees, shrubs and hedgerows and the seeding of native wildflower seed mixes.

The Kirk Hill Junction lies outside the 5km buffer zone for the ppSPA for woodlark and nightjar and as such does not need to be considered except as part of an in-combination assessment.

Attention is drawn to NWT comment on Biodiversity Net Gain, funding and management which should be addressed in the submission.

Noise

Noise change impacts on sensitive species (roosting and foraging bats and nesting birds) will need to be assessed depending on the outcome of surveys.

There are several residential properties in close proximity to the proposed junction improvement works and the submission should clearly consider the potential impact on amenity at both the construction and operational stage. The proposed consideration of

impact on properties is proposed to be considered within the relevant technical assessments rather than as a stand-alone chapter and is considered to be an appropriate approach in this instance.

Emissions

As part of the greenhouse gas impact assessment consideration should be given to the impact of emissions arising from increased traffic growth and potential to ease congestion (15.1).

The need for accurate modelling of greenhouse gas emissions identified by NWT should be noted.

Historic Environment

The setting of heritage assets, impacts and mitigation will need careful consideration. Particular regard should be given to the recommendations of Historic England. Section 7.7.6 identifies the correct Historic England Good Practice Advice notes and these must be reflected in the Cultural Heritage section.

The scheme extends into the designated conservation area of East Bridgford village. The impacts on this designated heritage asset will be considerable and have potential to cause unacceptable levels of harm. The NPPF is clear in setting out that opportunities to enhance, preserve and conserve designated heritage assets with a number of policies set out in Section 16 - *Conserving and Enhancing the Historic Environment*.

The conservation area contains a cluster of designated listed buildings which are also shown on the designations plan, but are not identified on the key. It is important to recognise that these designated heritage assets each have a 'setting' that contributes to their significance, and could be impacted and potentially harmed by the proposals. There are several listed buildings within view of the junction and as such these will require careful consideration and response within the scheme submission. These heritage assets should be set as receptors in the LVIA to ensure that the evidence is suitable. Noise receptors should be treated similarly. Rushcliffe Borough Council identify the importance of mature landscaping including trees and landscaping of the entrance to the village of East Bridgford and its Conservation Area which should be clearly acknowledged and considered in the preparation of the application submission.

Harm to designated heritage assets (including their settings) is in some cases avoidable through carefully considered design. For instance, noise and light pollution should be considered at the design stage to ensure that they do not impact adversely on these heritage assets. Early consultation with the NCC building conservation section and conservation officers at Rushcliffe Borough Council should take place before designs are fully developed to ensure that there is opportunity to avoid adverse impacts and, where possible, introduce suitable enhancements to the scheme that can demonstrably mitigate these.

Flood Risk

A Flood Risk Assessment and surface water drainage strategy will be required.

Attention is drawn to the County Council's adopted Guidance Note on the Validation Requirements for Planning Applications which sets out national and local information requirements for planning applications:

<https://www.nottinghamshire.gov.uk/planning-and-environment/planning-applications/pre-application-advice/apply-for-planning-permission>

Should you wish to discuss any of the above matters further please do not hesitate to contact me as the case officer.

Subject to the matters above (and any subsequent matters that are raised through the submission of further consultation responses, the details of which shall be forwarded to you on receipt) the A614/A6097 Corridor Improvements Environmental Impact Assessment Scoping Report – Rev 1 proposed submissions and methodologies relevant to the overall scheme where there are synergies and proposals specific to the Kirk Hill junction scheme are appropriate for the project and represents the County Council's formal scoping opinion.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Marsh', written in a cursive style.

David Marsh
Major Projects Senior Practitioner
Nottinghamshire County Council