NCC/RF/1

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A614/A6097 JUNCTIONS IMPROVEMENT SCHEME) (SIDE ROADS) ORDER 2022

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A614/A6097 JUNCTIONS IMPROVEMENT SCHEME) COMPULSORY PURCHASE ORDER 2022

PROOF OF EVIDENCE

OF

RICHARD FARMER OF VIA EAST MIDLANDS LIMITED

ON BEHALF OF THE ACQUIRING AUTHORITY

SEPTEMBER 2023

1. QUALIFICATIONS AND EXPERIENCE

1.1. My name is Richard Farmer. I hold a Higher National Certificate (**"HNC"**) in Civil Engineering, graduating from The University of Derby in 2001. My background is in civil engineering and my expertise extends to the design and delivery of highway schemes.

1.2. I am a Design Manager in the Highway Design team of Via East Midlands Limited (**"ViaEM"**). My role is to:

- Design and deliver new highway infrastructure projects ranging in value and complexity, including highway geometric alignment, pavement, and drainage design for Nottinghamshire County Council (**"NCC"**);
- Check third-party design submissions that impact on the highway network which is controlled by NCC thus ensuring that the highway asset is protected; and
- Lead on quality assurance through checking and approval of the production of highway designs, models, calculations and drawings to DMRB and other relevant standards, including tender and contract documents, specifications and other relevant documents supporting the construction process.

1.3. I have over 23 years' experience in the design and delivery of predominantly major and minor highways projects.

2. INVOLVEMENT WITH THE SCHEME

2.1. My involvement with the A614/A6097 Junctions Improvement Scheme (**"Scheme"**) began in 2022 when I became Design Manager within the ViaEM Highway Design team and Principal Designer for the Scheme.

2.2. My role involves directly managing the designers within the Highway Design team involved in the Scheme, ensuring they have sufficient time and resources to undertake the design. I work closely with the Project Management team and other specialist teams across ViaEM (including Environmental, Ecology, Landscaping, Street Lighting and Traffic Signals), coordinating the sharing of the latest design information and assimilating their designs into the final scheme design package. I lead on all highway design elements and take ownership of the final base design information used by the wider design team by establishing drawing and model control using BIM principals, cross-checking design models for design conflicts and resolving any identified conflicts. I am responsible for programming the design process to establish the resource requirements needed to meet Scheme milestones. I also contribute to the Contractor procurement process through dialogue with ViaEM's Operations and Procurement teams and through the provision of detailed design drawings, specifications and Construction Design and Management (**"CDM"**) information, and any other information relevant to the scheme.

3. SCOPE OF EVIDENCE

3.1. This Proof of Evidence focuses upon the design considered for the proposed junction improvements that comprise the Scheme, provides background to the design selected, and responds directly to objections received to the Scheme. In preparing this Proof of Evidence I have focussed on relevant design principles and the alternatives considered. This Evidence links to those statements provided by Joelle Davies [**NCC/JD/1**]; Thomas Boylan [**NCC/TB/1**]; Joel Marshall [**NCC/JM/1**]; Steven Millington [**NCC/SM/1**]; and Nigel Billingsley [**NCC/NB/1**].

4. PRINCIPLES OF DESIGN

4.1. Principally, the Scheme has been formulated and designed with careful preparation and with design work carried out in line with the requirements of the Design Manual for Roads and Bridges (**"DMRB"**) to ensure the safe and successful delivery and operation of the Scheme. The DMRB is a set of design standards, advice and other recognised published documents relating to the design and operation of new and existing highways. The DMRB is published by National Highways, who manage and maintain the Country's Strategic Road Network (**"SRN"**).

4.2. During the process of Scheme design, various design standards and legislations have been referenced, including the following:

Table 1 – Design Standards and Legislation

Design Standard and Legislation	Core Document Reference
LA104 - Environmental Assessment and Monitoring	CD12.8.1
CD526 – Spacing of Road Gullies	CD12.8.2
HD33/06, volume 4, section 2 – Surface and Sub-Surface Drainage Systems for Highways	CD12.8.3
New Roads and Street Works Act 1991	CD12.9.1
New Roads and Street Works Act 1991 - Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters	CD12.9.2
The Street Works (Sharing of Costs of Works) (England) Regulations 2000	CD12.9.3
Road Traffic Regulation Act 1984	CD12.10
RIBA Plan of Work 2020 Overview	CD12.11
British Standard BS5489-1 2020: Design of Road Lighting – Lighting of Roads and Public Amenity Areas: Code of Practice	CD12.12
Institute of Lighting Professionals (**"ILP"**) Technical Report TR12 – Lighting of Pedestrian Crossings	CD12.13
CIRIA SuDS Guidance Manual (C753)	CD12.14

5. DETAILED SCHEME DESIGN INFORMATION

5.1. As noted in paragraph 4.5 of the Evidence of Steven Millington [**NCC/SM/1**], following the securing of planning permissions, NCC commissioned a review of the costing exercise for the Scheme to ensure that the package continued to provide a high value for money rating whilst still delivering all the desired objectives as set out in the Outline Business Case (**"OBC"**) [**CD14.4**]. The increased cost of the six-junction scheme resulted in a lower Benefit Cost Ratio (**"BCR"**) for the package. As a result, NCC proposed to omit the Mickledale Lane Junction from the Department for Transport (**"DfT"**) funded package to bring the Scheme back into the DfT's BCR requirements. The five-junction scheme was approved by NCC Cabinet on 22 June 2023, and this is now being progressed.

5.2. As each junction within the package represents a standalone scheme, the removal of any one junction from the package is not an issue and has no implications on design.

5.3. Junction Descriptions

5.3.1. The Scheme comprises five junctions located along the A614/A6097 MRN corridor between the A614/A616/A6075 Ollerton Roundabout in the north and the A6097/Kirk Hill Junction in the south. A detailed description of each improvement proposal is provided in section 5.15 of this Evidence.

5.3.2. In summary, the Scheme as a whole proposes improvements to three existing roundabouts, one gyratory junction and one traffic-signal controlled junction. The key features of each junction are as follows:

Table 2.1 - Ollerton Roundabout: Key Features

Approach	Departure	Overall Width
Two lane approach from the A614 Old Rufford Road, 6.5 metres (**"m"**) wide	Two lane departure onto the A614 Old Rufford Road, 6.4m wide	15.7m including central refuge / controlled crossing

Two lane approach from the A6075 Mansfield Road, 6.3m wide	Two lane departure onto the A6075 Mansfield Road, 6.1m wide	15m including central refuge / controlled crossing
Two lane approach from the A616 Worksop Road, 7.5m wide	One lane departure onto the A616 Worksop Road, 7.1m wide	15.6m, including central refuge
Two lane approach from the A614 Blyth Road, 8.3m wide	One lane departure onto the A614 Blyth Road, 7.7m wide	17m including central refuge
Two lane approach from the A616 Ollerton Road, 8.2m wide	Two lane departure onto the A616 Ollerton Road, 8m wide	20.8m including central refuge / uncontrolled crossing

*with cutting and verge of varying widths.

Table 2.2 - White Post Roundabout: Key Features

Approach	Departure	Overall Carriageway Width
One lane approach from the A614 Old Rufford Road southbound, 4.9m wide	One lane departure onto the A614 Old Rufford Road northbound, 6.4m wide	15.1m including splitter island
One lane approach from Mansfield Road westbound, 5.7m wide	One lane departure onto Mansfield Road eastbound, 4.2m wide	13.5m including splitter island
One lane approach from the A614 Old Rufford Road northbound, 6m wide	One lane departure onto the A614 Old Rufford Road southbound, 5.7m wide	14m including splitter island
One lane approach from Mansfield Road eastbound, 4.5m wide	One lane departure onto Mansfield Road westbound, 6.8m wide	13.8m including splitter island

Table 2.3 - Warren Hill Junction: Key Features

Approach	Departure	Overall Carriageway Width
Two lane southbound approach from the A614 Ollerton Road, 9.5m wide	One lane continuing southbound onto the A6097 Ollerton Road, and one lane continuing south-westbound around the gyratory junction to join the A614 Old Rufford Road	-
One lane northbound approach from A6097 Ollerton Road, 5.3m wide	One lane departure onto A6097 Ollerton Road southbound 6.6m wide	12.9m including splitter island
Two lane northbound approach from the A614 Old Rufford Road, 7.5m wide	One lane departure onto the A614 Old Rufford Road.	-

Table 2.4 - Lowdham Roundabout: Key Features

Approach	Departure	Overall Carriageway Width
Two lane approach from the A6097 Epperstone By-Pass southbound, 7m wide	Two lane departure onto the A6097 Epperstone By-Pass northbound, 7.8m wide	19.6m including central refuge / controlled crossing
One lane approach from Southwell Road, 5.8m wide	One lane departure onto Southwell Road, 6.3m wide	13.5m including splitter island
Two lane approach from the A6097 Epperstone By-Pass northbound, 7.7m wide	Two lane departure onto the A6097 Epperstone By-Pass southbound, 7.4m wide	20.3m including central refuge / controlled crossing
Three lane approach from the A612 Nottingham Road, 11.5m wide	One lane departure onto the A612 Nottingham Road, 6.6m wide	19.9m including central refuge / controlled crossing

Table 2.5 - Kirk Hill Junction: Key Features

Approach	Departure	Overall Carriageway Width
Two lane approach from the A6097 southbound, 6.5m wide, with dedicated right-turn lane into East Bridgford Road 3.5m wide	Two lane departure from the A6097 northbound, 6.5m wide	20.4m including splitter islands
One lane approach from Kirk Hill, 5.1m wide	One lane departure onto Kirk Hill, 3.7m wide	8.8m
Two lane approach from the A6097 northbound, 6.2m wide, with dedicated right-turn lane into Kirk Hill 3.5m wide	Two lane departure from the A6097 northbound, 6.5m wide	20.3m including splitter islands
Two lane approach from the East Bridgford Road, 2.8m wide	One lane departure onto East Bridgford Road 2.7m wide	5.5m including splitter island

5.4. Highway Alignment

5.4.1. The engineering design for all junction improvements has been undertaken using industry standard applications. A full vertical and horizontal alignment has been completed using MX and AutoCAD modelling tools. Junction layouts have been designed using bespoke junction modelling software (called 'Junction' that incorporates the previously separate programmes of ARCADY, PICADY and OSCARDY, plus LINSIG) to satisfy the forecast traffic flows in the design years.

5.4.2. The road design completed is equivalent to the RIBA Plan of Work 2020 Stage 4 (Technical Design) [**CD12.11**] which broadly maps to the former Stage 3 (Developed Design Development).

5.5. Street Lighting and Street Furniture

5.5.1. The lighting scheme has been designed in accordance with the British Standard BS5489-1 2020 [**CD12.12**]. The lighting around any proposed uncontrolled or controlled Pedestrian Crossing facilities are designed in accordance with ILP Technical Report TR12 [**CD 12.13**].

5.5.2. Any lighting columns which are proposed in locations with speed limits at or exceeding 50 miles per hour (**"mph"**) will be Passively Safe and designed in accordance with the relevant British Standard.

5.5.3. Where street lighting is being upgraded, the design has been completed in line with current design standards and has taken into consideration Sight Stopping Distance, proposed speed limits and impacts on the surrounding local wildlife. Light Emitting Diode (**"LED"**) lighting with low light spill will be installed. Lighting columns would be situated approximately 2m to 3m back from the carriageway edge in the verge. All LED lanterns specified would have a colour temperature of 4000K (Neutral White) which would be maintained around the periphery of the junction for road safety as this is the focal area of any potential conflict zone.

5.6. Boundary Treatments

5.6.1. There are a substantial number of boundary treatments proposed across the five junctions. Discussions with affected landowners are ongoing with a view to agreeing boundary treatments. In the majority of locations, the highway boundary treatment shall predominantly be in the form of

timber post and four rail fencing with species rich hedgerow. Alternative boundary treatments proposed across the Schemes include:

- A retaining wall to be installed along the new highway boundary at 1 Forest Side, Ollerton featuring a graduated increase in wall height, ranging between 0.9m and 1.65m and comprising a reinforced concrete wall with brick facing masonry into the garden and close boarded fencing installed on top. From the garden view, this will appear consistently as 0.9m retaining wall with 1.8m close boarded fencing on top. The retaining wall will extend from the existing property driveway on the A614 Blyth Road to the new access point located off the A616 Ollerton Road.
- A new private driveway to 1 Forest Side, Ollerton consisting of a permeable construction, as per the option preferred by the property owners (proposed either strengthened black bitumen or block paving).
- New access gates into existing residential gardens and paddock areas.
- Blending new into existing landscaping.
- Reinstatement of amenity grasslands.
- A new 6-foot close boarded fence along the new property boundary at 15 Nottingham Road, Lowdham, with some tying into the existing hedgerow.
- Tying into existing property driveways at A612 Nottingham Road, Lowdham.
- Inset of existing driveway gates at 2 Nottingham Road, Lowdham to provide safer access and egress from the highway.
- Installation of anti-dazzle fencing at Costa, Ollerton Roundabout and on the westbound departure from Lowdham roundabout A612 Nottingham Road, adjacent to the new private access road servicing no's 15 to 21 Nottingham Road.

5.7. Visibility

5.7.1. Visibility requirements including visibility splays have been designed in accordance with the DMRB. The A614/A6097 corridor is largely subject to a 50mph speed limit. This Scheme proposes to decrease the speed limit at some key junctions to further improve safety, including:

- All approaches to the Ollerton Roundabout which have a proposed design speed of 40mph;
- All approaches to the Lowdham Roundabout which have a proposed design speed of 30mph (excluding Southwell Road which is already subject to a 30mph speed limit);
- All approaches to the Kirk Hill Junction which have a proposed design speed of 50mph, reduced from the current derestricted limit.

5.8. Departures from Standard

5.8.1. All four departures from standard have been reviewed and assessed by NCC to ensure that they do not create any hazards or risks. Each departure has been approved for the Scheme by NCC Departures Board. The departures are noted in Table 23 of the Statement of Case [**CD1.1**] and are summarised as follows:

- Departures 1, 2 and 3 - HGV swept path entry / circulatory widths outside the recommended range at Ollerton Roundabout, Warren Hill Junction and Lowdham Roundabout;
- Departure 4 - The Junction Intervisibility Zone cannot be fully achieved in accordance with DMRB design standards in two quadrants (north and east) of the junction due to land/topography constraints and environmental reasons (Kirk Hill).

5.9. Highway Drainage

5.9.1. The surface water drainage will be designed to follow the principles of Sustainable Drainage Strategy (**"SuDS"**), considering the local topography, ground conditions and providing integrated facilities to control quantity and quality of run-off. The CIRIA SuDS Guidance Manual C753 [**CD12.14**] will also inform appropriate treatment of all surface water prior to discharge. The highway infrastructure relating specifically to drainage will be designed in accordance with the DMRB and CD526 Spacing of Road Gullies [**CD12.8.2**] therein.

5.9.2. The design has been completed using Micro drainage which allows simulations of surface water flow from various storm events to be checked for flooding. The simulations have allowed for climate change impacts on intensity and volumes. The pipe networks were designed to a 1 in 1-year storm and then checked against a 1 in 5-year storm as dictated by the DMRB in HD33/06 Volume 4, Section 2 [**CD12.8.3**].

5.9.3. The Scheme is in general at a low risk from surface water and flooding from sewers and artificial sources and groundwater. With the implementation of the measures outlined in the Construction Environmental Management Plan (**"CEMP"**), a negligible magnitude of impact is predicted to construction works resulting in no change and no significant effect.

5.9.4. An overview of the proposed improvements to drainage for each junction improvement can be found in Chapter 2 of the Environmental Statement Volume 1 - Project Overview and Cumulative Effects [**CD4.9**]. Information relating to Ollerton Roundabout, Lowdham Roundabout and Kirk Hill Junction can be found in each individual Environmental Statement [**core documents 5.4, 9.4 and 10.4**], as noted in paragraph 5.10.10 and Table 24 of the Statement of Case [**CD1.1**].

5.9.5. As the design for the junctions progressed it became clear that the existing site constraints and topography would guide the final drainage designs required to accommodate the surface water run-off resulting from additional areas of impermeable highway surfacing.

5.9.6. Drainage design at each junction considered the following:

Table 3 – Drainage Design Constraints and Solutions

Junction	Drainage Design - Constraints and Solutions
Ollerton Roundabout	Land surrounding the junction consists of commercial premises and a Site of Special Scientific Interest (**"SSSI"**) resulting in a lack of space to install above ground water attenuation. Underground storage crates have been designed into the final drainage solution, located within the centre of the new roundabout.
White Post Roundabout / Warren Hill Junction	No proposed increase to areas of impermeable highway surfacing therefore no changes to existing highway drainage are proposed.
Lowdham Roundabout	The junction is located in an area more suitable to above ground water attenuation. The north-western quadrant of the junction has been identified as the most suitable location for this and an attenuation basin is proposed within the Scheme.
Kirk Hill Junction	The junction is located within cutting towards the crest of a hill, resulting in a lack of space to install above ground water attenuation. Underground storage crates have been designed into the final drainage solution within the highway verge.

5.10. Traffic Calming

5.10.1. Traffic calming on this Scheme is provided by road alignment (horizontal), a 50mph speed limit with some exceptions as noted in paragraph 5.7.1 of this Proof of Evidence, and the existing use of safety cameras situated along the length of the A614/A6097 corridor.

5.11. Sustainable Transport

5.11.1. The A614 corridor is served by the Sherwood Arrow service which has an hourly frequency from Ollerton to Nottingham. At Ollerton specifically, the realignment of the bus-only link (Newark Road) will likely provide journey time savings to all services. Consultation with NCC Local Transport and

Travel Planning is ongoing to inform the design and provision of the correct bus-related infrastructure.

5.11.2. Further details on sustainable transport across the Scheme can be found in paragraphs 5.13.1 to 5.13.3 of the Statement of Case [**CD1.1**].

5.11.3. Details pertaining to the proposed improvements to footways, footpaths, cycle routes and bridleways for each junction improvement can be found in Chapter 2.2 of the Environmental Statement for each junction, as noted in paragraph 5.10.11 of the Statement of Case [**CD1.1**].

5.12. Landscaping and Ecology

5.12.1. Landscaping across each junction will incorporate native species in keeping with the local landscape character. Proposed planting includes new native trees with shrub, sub-shrub and herbaceous woodland mix under trees, where appropriate; flowering native dry meadow grassland; ornamental shrubs and herbaceous planting; wildflower verges; species rich hedgerows; and the reinstatement of amenity grassland, where required.

5.12.2. Biodiversity Net Gain (**"BNG"**) is included in both national [**CD12.21**] and local [**CD13.9 and online at https://www.newark-sherwooddc.gov.uk/your-council/planning-policy/**] planning policies. Each policy promotes the achievement of a positive gain rather than focussing on avoiding a net loss. For this Scheme, BNG calculations for the Ollerton, Lowdham and Kirk Hill junctions were submitted to the County Planning Authority (**"CPA"**) as part of the planning applications process in July 2022, alongside a combined BNG assessment report [**CD4.11**]. The calculations were reviewed and updated in September 2023 to ensure the current junction designs were accurately reflected.

5.12.3. The Scheme planning approvals include a condition for a BNG Plan to be submitted to the CPA for approval prior to the commencement of development. This condition applies to Ollerton Roundabout [**CD5.1.2**] (condition number 16); Lowdham Roundabout [**CD9.1.2**] (condition number 16); and Kirk Hill Junction [**CD10.1.2**] (condition number 14). White Post Roundabout and Warren Hill Junction were not subject to a BNG assessment as the proposed improvements are restricted to the existing highway boundary.

5.12.4. The Ollerton Roundabout planning approval has a further planning condition attached (condition number 17) [**CD5.1.2**] which stipulates that no development shall commence until the final schedules and timescales for undertaking the mitigation proposals for loss of part of the Birklands West and Ollerton Corner SSSI have been provided to and approved by the CPA. The mitigation proposal [**CD5.6**] was submitted to the CPA in July 2022 and the final schedules and timescales are currently being prepared to facilitate the discharge of the condition in due course.

5.12.5. Any residual impacts to ecology will be mitigated with implementation of the CEMP during construction phase.

5.13. Maintenance

5.13.1. The five junctions included within the Scheme will be publicly maintainable highway and NCC as the Local Highway Authority (**"LHA"**) will be responsible for all maintenance aspects of each Project. Any sections of the Scheme that are outside of the limits of public highway will be maintained by NCC as landowner or by the relevant landowner.

5.14. Review and Revision of the Design Code

5.14.1. When the improved junctions are fully operation, a Stage 3 Road Safety Audit will be carried out in accordance with NCC's Road Safety Audit Policy [**CD13.6**], following the principles of DMRB GG119 [**CD12.8.4**].

5.15. Detailed Scheme Descriptions

Ollerton Roundabout

5.15.1. The improvements at the Ollerton Roundabout as part of the Scheme enlarges the existing roundabout. The junction currently has six approaches, and this will be reduced to five. The Inscribed Circle Diameter (**"ICD"**) will be increased from 37.5m to 60m. Due to existing land constraints, the proposal is the largest size that can be accommodated.

5.15.2. Two Toucan crossing points (a crossing with signal controls for both pedestrians and cyclists) will be provided on two of the arms at the A6075 Mansfield Road and the A614 Old Rufford Road. This is an improvement to the existing situation where there are no Non-Motorised User (**"NMU"**) crossings other than at Newark Road where an uncontrolled crossing is provided.

5.15.3. The realignment of the bus-only link road will provide journey time savings to all services routing through Ollerton Roundabout and Newark Road.

White Post Roundabout

5.15.4. The improvements at the White Post Roundabout involve small-scale maintenance and road safety improvements to the existing roundabout. This will involve localised carriageway repairs, the

provision of high friction surfacing on the approaches to the junction, and upgrades to street lighting.

Warren Hill Junction

5.15.5. It is proposed to simplify the existing junction by providing an extended merge lane, thereby removing the requirement for north-bound drivers on the A6097 to give way to vehicles on the A614 to the left; an unnatural manoeuvre in a right-hand drive vehicle. The junction improvement requires a small amount of carriageway realignment along with new white lining.

Lowdham Roundabout

5.15.6. It is proposed that an enlarged four-arm elliptical roundabout will be constructed to replace the existing roundabout. The ICD of the roundabout will be increased from 43m to 65m. This will have a two-lane circulatory carriageway and include a third left turn filter land on the A612 Nottingham Road (east-bound) approach to the roundabout providing for a continuous flow from the A612 travelling away from Nottingham and then north onto the A6097.

5.15.7. The speed limit will be reduced from 40 miles per hour (**"mph"**) to 30mph on all approaches except Southwell Road, which is already subject to a 30mph speed limit.

5.15.8. Street lighting will be upgraded to align with current design standards and all sodium lanterns will be replaced by Light Emitting Diode (**"LED"**).

5.15.9. All footways on the north side of the junction will be 'shared use' so that the route is available for use by both pedestrians and cyclists. Toucan crossing points would be provided on both carriageways of the A6097 Epperstone By-Pass (north-west of the roundabout).

Kirk Hill Junction

5.15.10. The enlargement of an existing traffic-signal controlled junction at the A6097/Kirk Hill intersection in East Bridgford. The proposed improvements will consist of localised widening on the A6097 junction approaches to provide two straight-ahead lanes in each direction and separate right turn lanes into Kirk Hill and East Bridgford Road. There will also be localised widening on Kirk Hill itself to aid left turns into the road by larger vehicles.

5.15.11. A reduction in speed limit from derestricted to 50mph beyond the existing 40mph terminal point around 930m north-west of the Kirk Hill Junction to the junction with the A46 around 1.1 kilometres (**"km"**) south-east of the Kirk Hill Junction. This will make the speed limit consistent with the rest of the A6097 and A614/A6097 Major Road Network (**"MRN"**) corridor.

5.15.12. The proposals include the provision of a 5m wide bridleway link (diversion) to remove the gap in provision of East Bridgford Bridleway No.28 (**"BW28"**). A new Pegasus crossing is proposed at a point approximately 100m to the south-east of the junction, to facilitate the north-south equestrian movements as identified in NMU surveys and public consultation feedback. This will link BW28 to a new equestrian facility on the south-eastern side. This will be set behind the existing hedgerow for both horse and rider safety.

5.15.13. Street lighting will be upgraded to align with current design standards and all sodium lanterns will be replaced by LED.

6. IMPACT UPON UNDERTAKERS' APPARATUS

6.1. When undertaking improvement works, such as the construction of the improvements as part of this Scheme, it is the case that the undertakers' apparatus (examples are electricity cables and gas pipes running under the highway) may need to be diverted. The New Roads and Street Works Act 1991 (**"NRSWA"**) [**CD12.9.1**], supported by relevant regulations [**CD12.9.3 and CD12.9.2**] provide a legislative framework for street works by undertakers and works for road purposes. The aim of NRSWA is to balance the statutory rights of highway authorities and undertakers to carry out works with the rights of road users to expect the minimum disruption from works.

6.2. As part of the development of the Scheme detailed estimates are being sought from public utilities to confirm specifications of the apparatus within the section of maintainable highway which is being altered or improved at each junction. If further works are required, financial orders are placed with the relevant undertaker.

6.3. The status of diversionary works depends on a number of factors including whether they can be done in advance (diverted outside of the works area or lowered/protected in the current location), need to be done in conjunction with improvements or require further investigation/design to understand the impact.

6.4. A non-exhaustive summary of apparatus that requires some form of alteration for each junction can be found in Table 27 of the Statement of Case [**CD1.1**]. If diversions are not included on this list, they will be dealt with through the construction programme.

6.5. Diversions are anticipated at the following locations:

Table 4: Summary of roads affected by statutory services along the A614/A6097 corridor.

Junction	Road Name	Statutory Services Affected
Ollerton Roundabout	A616 Ollerton Road	Severn Trent Water apparatus
		Zayo telecoms
		British Telecoms Openreach
		National Grid (Low voltage cable)
		Virgin Media telecoms
		Cadent (Gas Main)
	Newark Road	Existing 33 kilovolts overhead line
	A616 Worksop Road	British Telecoms apparatus
White Post Roundabout	Mansfield Road	Existing ducts/cables
Warren Hill Junction	A614 Ollerton Road	Existing ducts/cables
Lowdham Roundabout	Southwell Road (north-eastern arm)	Severn Trent Water apparatus (3" water main) British Telecoms Openreach Cadent (Medium/Low Pressure Gas Mains) National Grid (Low voltage cable)
Kirk Hill Junction	Kirk Hill	Virgin Media/Neos apparatus
	A6097 (west)	N/A
	A6097 (west)	National Grid apparatus

7. DESIGN IMPACT ON INTERESTS OF OBJECTORS

7.1. The latest information related to affected landowners who have objected to the Orders is covered in the Proof of Evidence of Nigel Billingsley [**NCC/NB/1**]. A short summary of each objection is also included in the Proof of Evidence of Steven Millington [**NCC/SM/1**]. This Evidence provides a justification for the inclusion of the land affected by each objection in the CPO.

Objection 01 – Mr and Mrs Harman (Plot 37, Kirk Hill Junction)

7.2. The grounds for the objection made by Mr and Mrs Harman [**CD15.1.1**] are summarised in paragraph 12.4.1 of the Evidence of Steven Millington [**NCC/SM/1**].

7.3. A section of the existing Bridleway no. 28 (East Bridgford) between the A6097 and Kirk Hill has become inaccessible over time. The land at Plot 37 is currently used by members of the public as an informal alternative route. The SRO proposes to stop up the inaccessible section of bridleway and the CPO includes the land at plot 37 in order to formalise the existing informal route as dedicated PROW.

7.4. The CPO map was produced using an Ordnance Survey (**"OS"**) map which, unfortunately, inaccurately reflected the situation onsite. On 8 December 2022, a topographical survey was undertaken on the existing path to ensure that the proposed PROW was mapped correctly and reflects the current route.

7.5. As noted in paragraph 11.2.3.2 of the Statement of Case [**CD1.1**], NCC does not intend to undertake any additional works outside the existing route, including the removal of any trees, and there is no intention to widen the route. The widest and narrowest points of the existing route would be recorded in the definitive statement.

7.6. During the ongoing negotiations to resolve the objection, Mr and Mrs Harman stated their preference to retain the land and formally dedicate it as a PROW. NCC welcomed this approach and on 5 June 2023, the route was successfully established as a formally dedicated PROW.

7.7. Mr and Mrs Harman formally wrote to the Department for Transport (**"DfT"**) on 4 June 2023 to confirm withdrawal of their objection to the CPO. The DfT formally notified the Acquiring Authority of the objection withdrawal by email to ViaEM on 5 June 2023.

Objection 02 – Motor Fuel Group (Plot 9, Ollerton)

7.8. The grounds for the objection made by Motor Fuel Group [**CD15.2.1**] are summarised in paragraph 12.5.1 of the Evidence of Steven Millington [**NCC/SM/1**].

7.9. The land at Plot 9 is required on a temporary basis only to ensure that the improvement works can be undertaken and to provide a sufficient working area for operatives. Access is only required temporarily, and the use of powers will reflect this.

7.10. Following negotiations with Motor Fuel Group, an Agreement has been made. The Agreement was completed by both parties on 4 September 2023. Confirmation of the objection withdrawal was received from the DfT on 5 September 2023.

Objection 03 – National Grid Electricity Distribution (statutory objection, all junctions)

7.11. The grounds for the objection made by National Grid Electricity Distribution [**CD15.3.1**] are summarised in paragraph 12.5.5 of the Evidence of Steven Millington [**NCC/SM/1**].

7.12. The objection referenced a number of plots across the junctions, and specifically in relation to plots 8a, 8b and 9 at Ollerton. These three plots relate to a right of way and right of entry for the purpose of erecting and maintaining a substation granted by a Transfer dated 3 December 2001. The design for the Ollerton Roundabout does not propose any alterations to or have any impacts on the

substation at this location. The right of access to the substation will not be affected by the proposed Scheme and access will be maintained at all times.

7.13. An Asset Protection Agreement (**"APA"**) has been produced by NGED's legal team, to which comments were returned on NCC's behalf by Weightmans LLP on 21 July 2023. The Agreement was completed by both parties on 1 September 2023 and Geldards, acting as legal representatives on behalf of NGED, formally wrote to the DfT to withdraw the objection. The objection withdrawal was confirmed by the DfT on 4 September 2023.

Objection 04 – Mr and Mrs Orr-Palladino (Plots 21 and 30, Lowdham)

7.14. The grounds for the objection made by Mr and Mrs Orr-Palladino [**CD15.4.1**] are summarised in paragraph 12.5.8 of the Evidence of Steven Millington [**NCC/SM/1**].

7.15. The CPO map was produced using an OS map which, unfortunately, had not been updated to reflect the construction of the extension to Mr and Mrs Orr-Palladino's property; the situation onsite was therefore inaccurately reflected on the CPO map.

7.16. The land identified at Plot 30 is required on a temporary basis only to facilitate construction works and provide safe working area for operatives. NCC has provided reassurance that no part of the property will be required for demolition.

7.17. As detailed in paragraph 11.5.3.2 of the Statement of Case, the proposed Scheme provides enhanced safety in respect of access and egress to the properties located a numbers 15, 17, 19 and 21 Nottingham Road, Lowdham. As Mr and Mrs Palladino benefit from owning the end property,

none of the neighbours would be passing in front of the dwelling and, as such, the volume of traffic using the access road and passing directly in front of the property will be significantly less than the existing arrangement.

7.18. As of 23 August 2023, NCC has entered into a formal agreement with Mr and Mrs Orr-Palladino. The objection was confirmed as withdrawn by the DfT on 4 September 2023.

8. SUMMARY

8.1. I can confirm that the design of the Scheme has been undertaken in accordance with all relevant design standards. The Scheme's design is such that it optimises and effectively utilises all land already in public ownership and takes account of existing topographical features affecting the Order Land.

9. STATEMENT OF TRUTH

9.1. I confirm that I am able to give evidence in light of my relevant experience as summarised above. I can confirm that the evidence I prepared is in accordance with the guidance of my professional institution and that the opinions given are my true professional opinions.

Date: 5 September 2023