

This matter is being dealt with by:

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**Nottinghamshire
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By E-Mail Only

Dear Sir

9 December 2021

FOA Mr 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), each has a attached covering letter which outlines our request for an EIA Scoping Opinion.

Location: White Post Roundabout – the A614 (Old Rufford Road) and Mansfield Road roundabout

Applicant: Nottinghamshire County Council

I refer to your scoping request for the above proposal 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 proposed works at the White Post roundabout (junction of the A614 and Mansfield Road Farnsfield), and Opinions on the other junctions have already been provided or 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 scope of the proposed works at the White Post Farm roundabout junction is set out in Paragraph 2.4.8-2.4.9 of the A614/A6097 Corridor Improvements Environmental Impact Assessment Scoping Report and is limited to works of road safety and maintenance within existing highway limits. The works may also include drainage. The majority of the proposed works would not constitute development within the meaning of the Town and

Country Planning Act 1990. However, drainage works would constitute development, but are not 'permitted development' when EIA development. This proposal is one of six schemes comprising the package of improvements and the environmental impacts of all of the highway improvements along the transport corridor need to be considered as a whole.

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 to improve the White Post roundabout. The four-arm standard roundabout is approaching capacity in the peak periods and requires carriageway upgrades to ensure the route is of a suitable standard to support the strategic road network and to provide network resilience.

Land adjacent to all four arms of the junction is developed: residential, day nursery, restaurant and farm visitor centre to the north-east; public house with vehicular access points in close proximity to the roundabout itself to the south-east although there is a larger car park accessed from Mansfield Road to the rear; residential properties and vehicle plant sales/hire to the south west; and residential properties and Wheelgate Park outdoor leisure attraction to the north-west.

Road safety and maintenance works are proposed involving carriageway maintenance and repairs and the provision of high friction surfacing on carriageway entries, and may include revisions to signage, drainage, carriageway lining and street lighting upgrades.

The area of land within the scoping boundary is approximately 1.6 ha. No land take beyond the highway boundary is required.

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:

- Newark & Sherwood District Council *
- Farnsfield Parish Council
- NCC Highways Development Control *
- Via Safer Highways *
- 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 (5.1.6) 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 (2.3.13-2.3.16) of the site to provide context to the White Post roundabout project. 2.3.16 acknowledges the presence of public footpath Farnsfield FP19 to the south of the junction and the statement should include consideration of potential impacts and safety of users as a consequence of the proposed improvement works.

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 White Post roundabout there will be elements of the overarching Environmental Statement that will be relevant and have related impacts, particularly with regard to transport, emissions, 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 White Post roundabout they *can* be omitted from the White Post roundabout submission. This will help with the focus of the White Post roundabout 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

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; 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 has commented that the proposed high friction surfacing should be of benefit to the safety of motor traffic since it will afford increased resistance to skidding, especially in wet or icy conditions. A colour differential on the immediate approaches to the roundabout (switch from grey to buff, perhaps) would provide drivers with a visual alert of the roundabout hazard ahead.

British Horse Society has commented that the bridleway network is not significantly impacted by the proposed works.

Ecology

Natural England has provided advice on the scope of the Environmental Impact Assessment (EIA), and without wishing to repeat it at length in this letter is included as Annex A to the attached consultation response.

NCC Ecology has advised that given that the site lies within the 5km buffer zone of the ppSPA the potential impact of the White Post roundabout works should be scoped in for the purpose of the Habitats Regulations Assessment. Although the proposed works at this junction are minimal, this approach will demonstrate that appropriate consideration has been applied.

Although the NCC Ecology response makes reference to Biodiversity Net Gain, the proposed works at this junction would be within existing highway limits. Attention is drawn to Nottinghamshire Wildlife Trust (NWT) comment on Biodiversity Net Gain, funding and management which should be addressed in the overall submission. While the creation of habitat should be delivered as far as possible at each of the individual junctions comprising the overall combined scheme, should mitigation for the wider scheme be proposed at this junction consideration should be given to the planting of native trees, shrubs and hedgerows and the seeding of native wildflower seed mixes. Reference should be made to the species in the relevant Nottinghamshire Landscape Character Assessment.

Noise

In terms of wider impacts of the combined schemes noise change impacts on sensitive species (roosting and foraging bats and nesting birds) will need to be assessed depending on the outcome of surveys. It is not expected that works at the White Post roundabout will give rise to ecological impact but should be at least considered in the submission.

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.

NCC Historic Buildings comments that The EIA Scoping report accurately identifies two non-designated heritage assets affected by the scheme. The immediate setting of White Post Farm will be impacted and careful consideration will need to be given to ensure that an unacceptable level of harm does not arise.

Flood Risk and Contamination

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

The Environment Agency has identified that the site overlies the Chester Sandstone Formation which is classified as a Principal aquifer, and is within Source Protection Zone 3. Potential impacts on groundwater from the proposed site drainage will need to be considered.

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 White Post roundabout scheme is appropriate for the project and represents the County Council's formal scoping opinion.

Yours sincerely



David Marsh
Major Projects Senior Practitioner
Nottinghamshire County Council