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Planning Statement

A614/ A6097 Major Road Network Improvement Project

Ref: HW20949

Date: February 2022

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1 The Proposals

1.1 Introduction

1.1.1 Via East Midlands Ltd. (Via) are working in partnership with Nottinghamshire County Council (NCC) to develop and deliver a scheme which aims to improve the A614/A6097 Major Road Network (MRN) (herein referred to as the Project). The Project comprises of improvements to six existing junctions along the A614/A6097 corridor (herein referred to as the Schemes). The Schemes are:

- A614/ A616/A6075 roundabout – referred to herein as Ollerton Roundabout
- A614/ Mickledale Lane crossroads – referred to herein as Mickledale Lane Junction
- A614/ Mansfield Road roundabout - referred to herein as White Post Roundabout
- A614/ A6097 priority junction – referred to herein as Warren Hill Junction
- A6097/ A612 Nottingham Road / Southwell Road roundabout – referred to herein as Lowdham Roundabout; and
- A6097/ Kirk Hill signalised crossroads – referred to herein as Kirk Hill Junction.

1.1.2 A location plan for the Project can be found at Appendix 1 (20949/GEN/ZZ/00001).

1.1.3 The A614/ A6097 MRN corridor is a 29 km, mainly single carriageway road that extends from the A614/A617/A6075 Ollerton Roundabout junction in the north to the A46/ A6097 junction near Bingham in the south. The corridor was designated as part of the MRN in October 2018.

1.1.4 The MRN is defined as a middle tier of the busiest and most economically important local authority 'A' roads, sitting between the Strategic Road Network (SRN) and the rest of the Local Road Network (LRN).

1.1.5 Geographically, the route sits between the A1(T) to the east and M1(T) to the west, and as a result the route regularly acts as a diversion or alternative route during major works or incidents on the SRN. The A614/ A6097 corridor forms a spine road running through the County of Nottinghamshire.

1.1.6 A number of junctions along the corridor are heavily congested whilst others pose difficulties and dangers for drivers trying to access the A614/ A6097 from adjoining roads and settlements. The existing problems and traffic delays are forecast to worsen due to planned development and forecast traffic growth.

1.1.7 Delivery of the Project is a key element of NCC's strategy to support growth and development within the County. It will enable the highway network to operate more efficiently by reducing congestion at key intersections, improve the predictability of journey times and provide more traffic capacity for future growth.

1.1.8 The description of the proposal is as follows:

A614/ A6097 Major Road Network Improvement Project

1.2 Project Partners

1.2.1 The Project partners can be considered as including the following:

- Nottinghamshire County Council (NCC) – Local Highway Authority
- Newark and Sherwood District Council (NSDC) – Local Planning Authority (all

Schemes except Kirk Hill)

- Rushcliffe Borough Council (RBC) – Local Planning Authority (Kirk Hill)

1.3 Planning Application Structure

1.3.1 Via is submitting the planning application for all junctions on behalf of Nottinghamshire County Council (the applicant).

1.3.2 This Planning Statement supports the planning application for the Project and the Schemes within and sets out the site description, the Scheme proposals and explores key planning policies and assesses the proposed Project against those policies.

1.3.3 The Planning Statement explores the influences over the chosen design solutions for each of the Schemes within the Project and evaluates the planning merits of the proposal.

1.3.4 An individual Planning Application will be made for each of the six junction improvement Schemes within the Project. The Environmental Statement (ES) has been structured to provide a stand-alone assessment of each Scheme to accompany the individual planning applications, whilst also providing an assessment of Project-wide cumulative effects for each environmental topic, combined effects and cumulative effects assessment in conjunction with other forthcoming developments.

1.3.5 Volume 1 of the ES provides an overview of the Project description, the assessment of Project alternatives, an assessment of the Project-wide cumulative effects for each environmental topic, the assessment of combined effects and the assessment of cumulative effects in conjunction with other developments. The environmental assessment of each individual Scheme has been presented within **Volumes 1A (Ollerton Roundabout), 1B (Mickledale Lane Junction), 1C (Lowdham Roundabout) and 1D (Kirk Hill Junction)** for ease of understanding of the impacts of the Schemes individually.

1.3.6 Volumes 2 and 3 of the ES will provide Figures and Technical Appendices in support of Volume 1.

Assessment Boundaries

1.3.7 For Mickledale Lane Junction and Lowdham Junction, the extent of the full red line planning boundary has been used as the assessment boundary, which encompasses the full extent of all the improvement works, new lighting and signage.

1.3.8 For Ollerton Roundabout and Kirk Hill Junction, lighting and signage extends further away from the main improvement works. In order to keep the EIA focussed on aspects that have the potential to result in significant environmental effects, alternative 'assessment boundaries' have been used for the assessment of some topics.

1.3.9 The assessment boundaries used, and shown on figures within this ES are based on the following:

- The full extent of highways improvement works (i.e. carriageway realignment, earthworks and resurfacing works), excluding new signage and lighting which extends away from the works within the existing highway verge area). This area has been considered within the assessments air quality, geology and soils, noise and road drainage and the water environment.
- The full extent of highways improvement works as described above, plus the

extent of new proposed lighting. The biodiversity and landscape assessment have considered this area. These assessments have not considered remote areas of new signage where these are providing replacement or single additional signs within the existing highway verge remote from the main improvement works.

1.3.10 As such, this statement should be read in conjunction with the following suite of supporting documents:

- Application Drawings, comprising of:
 - General Arrangement Plans (Scheme Layout for each of the six junctions in the Project)
 - Red Line Planning Boundary (RPB) Plans and Assessment Boundary Plans (ABP) (RPBs show the Scheme extents and ABPs show the extents of the assessments relating to specific elements within the ES).
- Transport Assessment (TA) acting as an overarching summary of the TA outputs.
- Options Assessment Report (OAR) which reports on the option development for the corridor as a whole and also each individual junction.
- Environmental Statement for each junction where required (excluding White Post Roundabout and Warren Hill Junction), reporting on the findings of the Environmental Impact Assessment (EIA) in line with the Town and Country Planning (EIA) Regulations 2017. In support of the ES, relevant drawings are provided as follows:
 - Vegetation Site clearance drawings – showing indicative extents of vegetation removal for Schemes at Ollerton, Mickledale, Lowdham and Kirk Hill. These proposals can also be viewed in Appendix 2-2 of Volume 3.
 - Landscape design drawings – showing proposed landscape design for Schemes at Ollerton, Mickledale, Lowdham and Kirk Hill. These can be viewed in Appendix 2-3 of Volume 3.
 - Drainage design drawings – showing indicative drainage proposals for Schemes at Ollerton, Mickledale, Lowdham and Kirk Hill. These designs can also be viewed in Appendix 2-4 of Volume 3.
 - Lighting design drawings - showing lux contours and indicative street lighting layouts for Schemes at Ollerton, Mickledale, Lowdham and Kirk Hill. These designs can be viewed in Appendix 2-5 of Volume 3.

1.3.11 Any other relevant drawings in support of the ES are supplied at Volume 2 and 3.

1.3.12 A full list of documents submitted in support of this application is at Appendix 3.

1.3.13 A non-technical summary (NTS) also supports the ES.

1.3.14 The purpose of the Planning Statement and supporting application documents is to demonstrate that the Project and Schemes therein, is acceptable in planning terms and that there are no technical reasons why the development (the Project) should not be permitted, taking account of the national and local policies, plans and material considerations.

1.3.15 This Planning Statement begins with Project history, outlines the Project objectives and goes on to provide a description of the existing situation before providing a more detailed description of the Project and the Schemes of which it comprises.



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The Statement continues with a review of the relevant planning policy guidance incorporating an assessment of the proposed development having regard to development plans and other material considerations.

2 Background

2.1 Project History

- 2.1.1 Traffic congestion on the A614/ A6097 MRN corridor has been the subject of concern for many years. Traffic growth has continued to increase along the corridor, by as much as 10% on certain sections of the A614 (since 2014) compounding delays that are already being experienced at a number of key junctions.
- 2.1.2 The increase in levels of congestion at Ollerton Roundabout has seen motorists seeking alternative routes to access and egress the A614, avoiding the Ollerton Roundabout by using unsuitable routes like Station Road through Old Ollerton despite the road being narrow and subject to physical traffic calming. A campaign group called Ollerton Village Residents Association (OVRA) was formed over 30 years ago to help preserve and protect the historic core of the Old Ollerton village. The group has long campaigned for action at the Ollerton Roundabout.
- 2.1.3 In 2007 Nottinghamshire County Council looked into the feasibility of making improvements to the Ollerton Roundabout to address the congestion issues and held a number of public consultation events where two options were presented:
- Option 1 – enlargement of the existing Ollerton roundabout. This option enlarged the existing roundabout from 37m diameter to 60m diameter and allowed for 2 lane entry widths on all approaches.
 - Option 2 – traffic signal-controlled junction. The second option introduced traffic signals to three of the arms. The other two arms would continue to operate under priority control.
- 2.1.4 In January 2008 a report was taken to Nottinghamshire County Council's Cabinet Member for Environment recommending that Option 1 as the preferred design solution. Option 2 had a greater impact on the local environment, was more expensive to construct and delivered less economic benefits (travel time savings) than Option 1. Approval was also sought in April 2008 to reprioritise the North Nottinghamshire Local Transport Plan (LTP) programme of significant schemes (up to 2010/ 2011) such that the Ollerton project was accelerated in priority.
- 2.1.5 The global financial crisis (2008/ 2009) followed, impacting significantly on local and national funding streams. This resulted in the pausing of the Ollerton project until an alternative funding solution could be identified.
- 2.1.6 The A616 Ollerton Road approach to the roundabout was widened by the County Council, as an interim measure in 2011 ease the rat running problem through Old Ollerton at Station Road.
- 2.1.7 The County Council and District Council were unsuccessful in their Housing Infrastructure Fund (HIF) bid for the Ollerton scheme in 2017.
- 2.1.8 In July 2017, the Department for Transport (DfT) published the Transport Investment Strategy, "Moving Britain Ahead". This identified the need for an integrated network to connect communities to drive growth across the whole country. Key goals of this strategy are to:
- Create a more reliable, less congested and better-connected transport network that works for users, who rely on it;
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth;

- Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of new housing.

2.1.9 As part of the Transport Investment Strategy, the Government committed to creating a Major Road Network, which identified important national routes below the level of SRN (managed by National Highways, formerly Highways England). The current MRN includes both the A614 and A6097 and as such, improvement of this corridor is consistent with current government thinking on the improvement of important national 'A' roads which will:

- Reduce congestion;
- Support economic growth and rebalancing;
- Support housing delivery;
- Support all road users; and
- Support the SRN

2.1.10 In the Autumn Budget 2018, the Government announced that £28.8 billion would be available through the National Roads Fund between 2020 and 2025. This fund was expected to be spent on the SRN and the local road network (LRN) (managed by local highway authorities) with £3.5 billion allocated to the LRN through the delivery of the MRN and Large Local Major (LLM) schemes. This funding announcement presented an opportunity for the County Council to make the necessary improvements to Ollerton Roundabout and also look at the wider A614/A6097 corridor as a whole.

2.1.11 Nottinghamshire County Council in collaboration with Via held a number of workshops during 2017 and 2018 to identify potential improvement schemes for the corridor to allow a robust bid to be made into the fund. The ultimate aim was to devise a transport solution which could contribute towards the goals of increasing journey time reliability, less congestion, improved connectivity and also support the creation of new housing in the local area.

2.1.12 Targeting junctions that were already over capacity and potentially restricting economic growth or demonstrating a poor record of road safety, a total of 12 potential interventions were identified ranging from the continuation of the dual carriageway from Epperstone Bypass to a bypass for Old Ollerton village.

2.1.13 Schemes were grouped together resulting in a total of four different packages. The combinations were entered into the Early Assessment and Sifting Tool (EAST). EAST is a decision support tool that has been developed by the DfT to quickly summarise and present evidence on options in a clear and consistent format. It provides decision makers with relevant, high level information to help them form an early view of how options perform and compare. Further details on the process can be found in the Option Assessment Report (AECOM, December 2020) which is provided as a supporting document to this planning application.

2.1.14 All documents submitted to the DfT as part of the Outline Business Case in December 2020 can be found by navigating to The Project Webpage: <https://www.nottinghamshire.gov.uk/transport/roads/a614>.

Lowdham Roundabout and Kirk Hill Junction

2.1.15 Whilst there was significant support for the measures proposed at Ollerton and Bilsthorpe during the consultation events of 2019, the Lowdham Roundabout design

option was not well received by local people. The project team was tasked with coming up with a revised design for Lowdham that minimised impact to the village amenity area and yet still improved travel conditions for all users. The current proposed Scheme is the result, which was consulted on in November 2020.

- 2.1.16 The previous consultation feedback (2019) also highlighted the need for action and reduced delays on the A6097 so as a result, the proposed Project package explored support for the inclusion of the A6097/ Kirk Hill junction. This Scheme was originally omitted from consideration because of proposed development and associated Section 278 works, scheduled to improve this junction as part of the RAF Newton development site.
- 2.1.17 Technical review of the developer lead proposals highlighted inadequacies and concerns about the failure to provide the required level of capacity to meet anticipated future levels of traffic. As such, it was decided that a more significant junction upgrade was required and the A6097/ Kirk Hill Junction Scheme was subsequently added to the Project.
- 2.1.18 Also as a result of the 2019 consultation events, the Lowdham Roundabout Scheme was significantly altered in response to feedback on the proposals.
- 2.1.19 The consultation events held in the summer of 2019 had displayed a scheme to improve the A614/ Deerdale Lane junction in Bilsthorpe. Following a further round of scheme design and a cost review exercise it became evident that the Deerdale Lane Scheme would be disproportionately expensive to construct and the large increase in costs (mainly connected to utility diversion costs) would have a severe detrimental impact on the Benefit Cost Ratio for the corridor package. As a result, the Deerdale Lane junction improvement was dropped from the A614/ A6097 MRN package.
- 2.1.20 The junction improvements that were selected to form part of the Outline Business Case that was submitted to the DfT in December 2020 included the six junctions as highlighted at Section 1 of this document.

2.2 Route Road Safety

- 2.2.1 The A614 corridor has historically had a poor road safety record with speeding and overtaking a particular cause for concern. In 2011, a major safety scheme was implemented by the County Council following a road traffic collision on the A614 section between Mickledale Lane and Deerdale Lane where six people suffered fatal injuries.
- 2.2.2 The safety scheme, completed in 2013, consisted of the implementation of a route wide reduced speed limit from a maximum of 60 mph (derestricted) to 50 mph, supported by the installation of a speed enforcement camera system. These measures have significantly reduced the number and severity of reported road traffic collisions along the route.
- 2.2.3 A perception that the A614 road is unsafe remains despite the implementation of the safety scheme, particularly when motorists are trying to access the A614 from Mickledale Lane. This perception was communicated by residents at the two public exhibition events held in Bilsthorpe in July 2019. Future development in and around Bilsthorpe is anticipated to increase vehicular movements at the Mickledale Lane Junction so it was important that a scheme was developed for the junction and considered during the Project and Scheme package selection process.

- 2.2.4 The recorded road traffic collisions, specifically those which resulted in Personal Injury (obtained from the DfT via the Crashmap database) for the period between 01/01/2014 to 30/06/2019, for the route is included in the Transport Assessment (AECOM, 2021) but is summarised in the ensuing paragraphs.

Ollerton Roundabout

- 2.2.5 Road Safety: Traffic collision data obtained from the DfT (via the Crashmap database) indicates that two collisions have been recorded on the roundabout itself (one on the A6075 approach arm and the other on the A616 (Worksop Road) approach arm), with a further three collisions recorded within 50m of the junction. These collisions occurred on the A6075, A614 (S) and Newark Road, respectively. All collisions occurring at, or within close proximity to, the junction were recorded as 'slight' in severity by the Police.
- 2.2.6 None of the collisions recorded involved a vulnerable road user (i.e. a pedal cyclist or a pedestrian).

Mickledale Lane Junction

- 2.2.7 Stakeholders report a perception of road safety issues at Mickledale Lane relating to the judgement of gaps when leaving the minor arm and entering the A614, particularly for right-turning traffic. The collision data obtained for this study indicates that three collisions have occurred at the junction within the past five full years of collision data. All collisions were recorded as 'slight' by the police. None of the collisions involved a vulnerable road user (i.e. a pedal cyclist or a pedestrian). A further four collisions were recorded within 100m of the junction on Mickledale Lane. All of these collisions were also recorded as 'slight' in severity by the Police and none involved a vulnerable road user.

White Post Roundabout

- 2.2.8 Two collisions have been recorded within the past five full years of collision data. One collision was recorded as 'slight' by the police and occurred on the Mansfield Road (E) approach arm, whilst the other collision was recorded as 'serious' severity and occurred on the roundabout itself involving a motorcyclist.
- 2.2.9 Since the proposals at White Post include only minor improvements, it is not anticipated that there will be any material impact upon road safety as a result of the proposed changes.

Warren Hill Junction

- 2.2.10 Stakeholders report a perception of road safety issues at Warren Hill, relating to the unusual junction layout. Traffic from the A6097 (routeing north) merges onto the A614 by entering the mainstream on the passenger side (rather than the normal driver's side).
- 2.2.11 Collision data indicates that four collisions have occurred at the Warren Hill junction. Two collisions were recorded as 'slight' by the police, whilst the other two collisions were recorded with a severity of 'serious'. One involved a single vehicle (car), and the other involved a car and a pedal cycle.

Lowdham Roundabout

- 2.2.12 During the past five full years of collision data, seven personal injury collisions were recorded at the roundabout itself, with a further three recorded within 100m of the junction (on the A6097 (N), A6097 (S) and Nottingham Road, respectively). Three collisions were recorded as 'serious' by police, whilst the remaining collisions were recorded as 'slight'.



2.2.13 Seven of the ten collisions involved a pedal cyclist casualty.

2.2.14 It is noteworthy that Local Safety Scheme was recently implemented here (March 2021) and improvements to the off-carriageway cycle facilities are included in this junction improvement Scheme.

Kirk Hill Junction

2.2.15 Five collisions have been recorded at, or within close proximity to, the junction. Two collisions were recorded at the junction itself (both were recorded as 'slight' in severity by the Police), whilst a further three collisions occurred within 100m of the junction. One of these was recorded as 'serious' by police.

2.2.16 One of the collisions involved a pedal cyclist, which was recorded as 'slight' severity. No collisions involving a pedestrian were recorded.

Road Safety Audits

2.2.17 Road Safety Audits (RSAs) have been undertaken on all the proposals to date, following NCC's policy on RSAs. To date, the preliminary design has been reviewed at Stage 1 and will be undertaken at Stage 2, when the detailed design is complete. At substantial completion, a Stage 3 RSA will also be undertaken. All RSA reports for all schemes that have been undertaken to date, are submitted with the planning application as supporting information.

3 Public Consultation and Stakeholder Engagement

3.1 Public Consultation

- 3.1.1 Public consultation events have informed the development of the Project in helping to identify the right and appropriate Scheme for each junction. Consultation and stakeholder engagement will continue to be an integral part of the Project as it is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout the life cycle of the Project, enabling the project team to understand key issues and maximise Project benefits.
- 3.1.2 Public exhibitions have been the main element of the consultation strategy in showcasing the Scheme proposals. There have been three major consultation events held so far, summarised below:
- July/ August 2019 – Six public consultation events - held in the villages of Ollerton, Bilsthorpe and Lowdham sharing proposals for Schemes at all junctions in the Project.
 - November 2020 – online virtual consultation rooms to display the proposed amended Scheme at Lowdham Roundabout following the previous public consultation and to introduce a new Scheme to the Project, Kirk Hill, East Bridgford.
 - May 2021 – online virtual consultation room to display the alternative option for the Mickledale Lane junction: a new roundabout and link road.
- 3.1.3 All face-to-face events were well attended with a few hundred people visiting each consultation venue. A total of 281 questionnaires were completed and returned during the six events of 2019. In general, responses were in strong agreement that improvements were required across the corridor.
- 3.1.4 Additional consultation events for Schemes within the Project focused on the amended Lowdham Roundabout proposal, the introduction of the new Kirk Hill Junction to the A614/ A6097 MRN funding bid (consultation undertaken concurrently, November 2020) and the alternative junction proposal at Mickledale Lane (May 2021).
- 3.1.5 The world-wide pandemic (COVID-19) meant face to face interaction with the public was not feasible (in 2020 and 2021), so virtual consultation rooms were set up which went 'live' for a total of three weeks for each of these consultation events. The online events were supplemented by hard copies being posted out by request after an extensive letter/ leaflet drop in the local area and the use of social media.
- 3.1.6 Feedback from all consultation has shown strong support for all Schemes at all junctions within the Project. For example, 80% of respondents surveyed at the consultation events in the summer of 2019 thought the Ollerton Roundabout proposal was a good idea. The virtual consultations in November 2020 received over 10,000 views over a three-week period. In May 2021, 191 people responded to the questionnaire about the proposed alternative Scheme proposal at the Mickledale Lane Junction, with 53% of respondents in support.

3.2 Stakeholder Engagement

Natural England and Nottinghamshire Wildlife Trust

- 3.2.1 Initial discussions were held with Natural England in July 2019 regarding Ollerton Roundabout.
- 3.2.2 The Birklands and Bilhaugh Special Area of Conservation (SAC) was of concern to Natural England as the site contains habitats which are sensitive to changes in air quality, and currently exceeds the critical load for nitrogen deposition (Air Pollution information System (APIS), accessed May 2021).
- 3.2.3 Mitigation through landscaping design to create a barrier of vegetation was discussed, along with mitigation for the direct loss of habitat from Birklands West and Ollerton Corner SSSI as a result of the Scheme.
- 3.2.4 Natural England requested that a biodiversity net gain (BNG) assessment be prepared to demonstrate that the project will achieve an overall habitat gain when compensating for the loss of habitats, resulting from the Project. Off-site mitigation was agreed to be an appropriate approach to compensate for the loss of habitat from the SSSI due to the limited space within the highway verge.
- 3.2.5 The approach to the delivery of BNG is explored in more detail within the ES at Volume 1 *Project Overview and Cumulative Assessment* and specifics relating to Biodiversity at each Scheme is included at Section 8 Volume 1A-D of the ES.

Nottinghamshire County Council – Archaeology and Built Heritage Archaeology

- 3.2.6 Discussions between Via and NCC Archaeological representatives were undertaken in April 2021. As a result, it has been determined that an archaeological watching brief is to be provided during construction (ground works phase) for the following Schemes:
 - Ollerton Roundabout;
 - Mickledale Lane Junction; and
 - Kirk Hill Junction.

Built Heritage

- 3.2.7 As the Ollerton Roundabout is in close proximity to a conservation area and the Kirk Hill Junction is on the edge of a conservation area, early input (November 2020) was sought from the NCC's Senior Practitioner for Historic Buildings to inform early design choices. Early points raised included:
 - Ollerton Roundabout: Would like to see new soft landscaping, green features - trees and hedges wherever possible. As the junction lies in close proximity to the Sherwood Forest area, a small increase in tree numbers in the area would be welcome.
 - Mickledale Lane Junction: Option 2 (new Roundabout and link road) was not discussed during the early stages. A formal response was received through the Scoping Opinion requests made, which is referenced in Appendix 4-1, Volume 3 of the ES *Scoping Opinion Consultee Comments and Responses*.
 - Lowdham Roundabout: As with the case at Ollerton Roundabout, suggestions were made to incorporate as much soft landscaping and green features as possible. Reference was also made to Lowdham War Memorial which is near to the roundabout (c. 40 m) on the A612 Southwell Road requesting that

consideration be given to the memorial in terms of positioning of signing and other highway assets. This has been considered and will continue to be considered throughout the detailed design process.

- Kirk Hill Junction: Kirk Hill itself is a conservation area, up to the north-eastern boundary with the A6097. Initial feedback indicated general acceptance of the proposals in principle noting that any potential negative impacts of the Scheme can be mitigated through detailed design. Soft landscaping was discussed within specific reference made to the use of bunds instead of other structural features such as retaining walls if possible. Other specifics included the specification of conservation area sensitive street furniture, such as poles/ posts painted black, the use of black posts and the implementation of minimum amount traffic signal heads. In addition, reference was made to the 'Grounds at East Bridgford hall' as being an identified ancient parkland, but did not see this being an issue for the Scheme.

3.2.8 The consultation has recently been revisited with NCC's Senior Practitioner for Historic Buildings who provided the design team with site specific comments and suggestions, which are summarised in the ensuing paragraphs.

Ollerton

3.2.9 Consideration should be made about the direct and indirect (i.e. setting) impacts and the proposed landscape mitigation in view of how it retains the existing character of the conservation area including:

- Impact of new signage, especially on the west bound side of the Ollerton Road approach. Proposed signs on the verge at this location may fall inside the conservation area; minimising the number and size of signs would be of benefit here.

There is an amount of flexibility in the exact siting and sizes of signs which can be considered through the detailed design phase. It should be noted that the rationalisation of signs will include a review of the need for all existing proposed signs; the signs proposed currently align with the appropriate design standards and changes to these may trigger the need for departures from standard approval for which would be sought through the Council's appropriate channels. Also noteworthy is that the proposed design incorporates a change in standard which reduces the amount and subsequent impact, of lit signs.

- The proposed wall detail to the north east portion of the roundabout, to replace the hedge, will have a very distinct urbanising impact that is undesirable and will cause harm to the setting of the conservation area.

The setting at the junction itself, due to the existing land use of the immediate junction surrounds gives a slight urban feel to the junction, as a result of the type and number of commercial developments that have been established over time. Where possible the design has maximised retention of any established hedgerows and is collaborating with all affected landowners to agree appropriate boundary treatments that are in keeping with the junction and wider setting wherever possible.

At the north east portion of the roundabout, a wall is proposed as a new boundary treatment around the residential property on Forest Side where a significant amount of land take is required to enable the construction of the works. The existing hedge removal is required to facilitate the overall improvement and the need for the wall is to address a level difference between the highway side and the land within the private land, and therefore, acts as a

retaining feature with some structural properties which a hedgerow planting scheme would not be able to achieve. The wall will also provide noise reduction benefits for the residential property at No.1 Forest Side. The proposed scheme results in the highway being brought closer so the physical barrier will reduce the noise impacts emanating from motor vehicles. The wall will also reduce light pollution by shielding the residential property from the existing local development and passing traffic during the hours of darkness. The detail of the wall is yet to be finalised; early design considers the provision of a low height wall with close boarded fence mounted atop. The detail for the wall is anticipated to be a low wall with close boarded fence mounted atop, with an anticipated height of c.1.8 m. This will be considered through detailed design in parallel with the landowner and NCC's Built Heritage specialists.

Lowdham

3.2.10 Section 6.7.6 in the Environmental Statement highlights potential for the triangular green being removed during construction, thereby removing a section of the monument's setting. It also states that it may experience an increase in noise and traffic during construction. The following points with respect to the war memorial were discussed in a meeting with NCC's Built Heritage specialist:

- It was confirmed that there are no proposals to remove any part of the triangular green either during construction or as part of the final works. It was also confirmed that there would be negligible changes to lighting and noise impact as part of the final scheme.
- It was noted that there are proposals to replace a large directional sign located in the roadside verge north of the war memorial on Southwell Road. The preference from a setting standpoint is for the sign to be installed in the exact same location with any pruning of the tree undertaken to remove obstructing overhanging vegetation. This will ensure the sign remains largely obscured by the tree trunk when looking north towards Southwell Road from the war memorial, particularly during winter months when there are no leaves on the tree. The signing details around the war memorial will be considered further through detailed design and will be shared with NCC's Built Heritage specialists.

3.2.11 The outcomes of all specific points will be reported back to the Built Heritage Practitioners during this time and additional input on archaeology and heritage, specifically in regard to detailed design choices will be key throughout the Project development. Collaboration is on-going.

3.2.12 These issues are explored in more detail within the ES at Section 6 of Volumes 1A-D.

Kirk Hill

3.2.13 The proposed landscaping design at this junction highlighted a number of potential design amendments that could be made to mitigate the impact of the junction improvements on the wider setting. The following points were discussed:

- Grass verge in place of hard surfaced bridleway

The final surfacing detail is yet to be confirmed and is being discussed with Countryside Access and Public Rights of Way team. There is flexibility in the choice of surface which can be developed throughout the detail design of the scheme but it is anticipated that grass verge will be specified.
- Minimal extension of any hard kerbing

This has been discussed at length with the designers. The presence of kerbing will have a positive impact on highway drainage by channelling carriageway surface water run off towards gullies preventing potential saturation of the adjacent verge and proposed bridleway. There is an added benefit of the kerbing acting as a deterrent to indiscriminate, and potentially unsafe, parking. As such it is anticipated that the kerbing will be provided. Materials specification is obviously important in the conservation area and so it is proposed that heritage approved products will be specified.

- Speed limit gateway – review where this will occur and adjust signage/chevrons

The speed limit gateway will be considered through the detailed design stage in partnership with Via’s Safer Highways team. It is anticipated that due to the tight radius of the bend and the risk associated with vehicle loss of control, that the need for the existing signing provision will remain.

- Consider the diversion of overhead power lines to mitigate the visual impact that will occur when the mature hedge is removed

The feasibility of diversion of such cables will be explored during detailed design development.

- Consider whether white line hatching at junction can be omitted

The provision of this central hatched area is to encourage the correct vehicle positioning when waiting at the stop line on Kirk Hill. The left turn into the junction is difficult for larger vehicles often resulting in encroachment of some turning vehicles into the opposing lane. However, the provision of these lines will be considered in more depth during detailed design in collaboration with Via’s Safer Highways team.

Nottinghamshire County Council Nature Conservation (Ecology)

3.2.14 The NCC Ecologist has been involved throughout Project development, particularly in relation to the junction at Ollerton due to its proximity to the SSSI. A formal response was received through the Scoping Opinion requests made, which is referenced in Appendix 4-1, Volume 3 of the *ES Scoping Opinion Consultee Comments and Responses*. The scoping response received from the NCC Ecologist has steered the assessment work undertaken to ensure a number of concerns were considered across all junctions.

3.2.15 Further discussion was held with the NCC Ecologist regarding the proposed lighting design at Ollerton Roundabout. The discussions focussed specifically on the bat roost potential at the northern-most property on Forest Side, Blythe Road, Ollerton (A614) to the north-east of the roundabout, and which currently lies adjacent to an unilluminated section of road. It was agreed that due to the bat roost potential, it would be necessary to undertake a bat roost survey at the property to confirm (or otherwise) the presence of bat roosts; and if necessary, revisit the lighting design to try and avoid any impacts.

3.2.16 The shadow Habitat Regulations Assessment (sHRA) has been reviewed prior to planning submission to ensure completeness in the approach taken during preparation of the submission. Areas of focus that were requested by the NCC Ecologist were additional evidence and justification to support a conclusion of little or no negative impacts on local ecology. Some of this work is ongoing but includes:

- Evidence to support the proposals having an insignificant impact on local avifauna;
- Surveys to support the negligible impact on bats north of the Ollerton Roundabout;
- Evidence to support a negative impact from pollution and NOx deposition; and
- Landscape design to include wildflower verges to replace loss of large swathe of verge at the Kirk Hill Junction.
- Landscape design to include wildflower verges to replace loss of large swathe of verge at Kirk Hill.

3.2.17 Further information and detail on this is noted within the technical assessments at Sections 7 and 8 Volumes 1A-D of the ES (AECOM, 2001).

Environment Agency and LLFA

3.2.18 NCC and Via have been engaging with the Environment Agency (EA) since early in the development of the Project, specifically in relation to the Lowdham Roundabout Scheme considering flood risk.

3.2.19 A Flood Alleviation Scheme has recently gained successful Programme Entry with OBC approval and planning submission has been made to NSDC (determination anticipated February 2022). More detail on the Environment Agency's work can be found by navigating to: <https://consult.environment-agency.gov.uk/east-midlands/lowdham/>.

3.2.20 The EA has worked closely with Via and delivery partners, AECOM during the production of the Flood Risk Assessment (FRA) with the hydrology model for the EA's capital works being included in the baseline assessment for the FRA at Lowdham, to inform the likely flood risk resulting from the proposed roundabout improvements. The findings of this can be found at Appendix 4-3 of Volume 3 and are summarised in this statement at Section 8.3.

3.2.21 This engagement is ongoing and will continue throughout Project development.

Countryside Access and Public Rights of Way

3.2.22 NCC Countryside Access and Public Rights of Way (PRoW) teams were contacted and have been contributing to discussion around proposals at all junctions within the Project. Specific feedback was sought from the Countryside Access and PRoW teams for each junction:

- Ollerton Roundabout: it was suggested that the future recreational area on the former Thoresby Colliery pit top and links into Sherwood Forest, are key destinations for NMUs from this location.
- White Post Roundabout: a popular footpath south of White Post roundabout which forms part of a promoted recreational route, *The Robin Hood Way* was highlighted which creates a reasonable flow of pedestrian movement linking to the pub and the footpath (FP) north of the roundabout (FP35). As detailed design progresses, the opportunity for improved pedestrian provision in this vicinity will be considered.

- Kirk Hill Junction: the existing BW 28 at Kirk Hill is shown to historically run east-west parallel with the A6097 (on its north side) which, on the east side of the junction is inaccessible due to level difference and extended boundaries of residential properties in situ. As a result of the public consultation event for the Kirk Hill Junction, attention was drawn to the existence of a network of Toll Ride Routes, used by many residents of the local villages, including the group entitled *East Bridgford Rights of Way Enthusiasts* who suggested a number of potential improvements. This has ultimately led to the inclusion of the proposed provision of a 5 m Bridleway facility at Kirk Hill (diversion of existing) and associated Pegasus crossing.

3.2.23 The consultation has recently been revisited with NCC's Countryside Access and PRow team who gave the design team site specific comments and suggestions relating to the proposals at Kirk Hill, which are summarised in the ensuing paragraphs.

3.2.24 A site visit was undertaken to review the proposals relating to the bridleway and Pegasus crossing. Feedback related to the following:

- The proposals for the bridleway along Kirk Hill were welcome and no comment was made around design considerations or amendments. As suggested by NCC's Built Heritage specialist, the design team are in consultation with the PRow to inform the detail around the proposed surfacing type for the bridleway itself (see Section 3.2.10).
- The proposals for the stand-alone Pegasus crossing to the east of the junction should be revisited in relation to the link between the proposed crossing location and East Bridgford Road in terms of the level of segregation proposed between equestrian users and passing traffic, and also in terms of the detail around the proposed surfacing type for the bridleway. The design team will consider this throughout detailed design and in collaboration with advice from PRow.
- Consideration should be given to improvements to the existing footway link across the A6097 north west of the junction. The design team will consider this throughout detailed design and in collaboration with advice from PRow.

NCC Local Transport and Travel Planning

3.2.25 NCC's Principal Officer for Local Transport Plan (LTP) and Travel Planning was consulted early in the design process to comment on existing issues relating to Non-Motorised Users (NMUs) at all junctions, with a subsequent meeting (held September 2020) to discuss some of the design principles relating specifically to NMUs. The following issues were discussed:

- Ollerton Roundabout: General feedback was that the pedestrian movement is well catered for within the proposed Scheme. In relation to cyclists, a route between Edwinstowe and Ollerton is included in the draft NCC Local Cycling and Walking Infrastructure Plans (LCWIP). In relation to design standards and to support the draft LCWIP inclusion, NCC have requested that where possible, any design within the bounds of the Scheme should be designed and constructed to an appropriate standard. It was noted that at fixed constraints within the junction extents (existing development) will require localised pinch points where 'shared use' facilities will be reduced down to approximately 2.5 m over a short length. More details on design principles can be seen at Section 8 of this Planning Statement.

It was suggested that the proposed arrangement for crossing points (Toucan crossings where links between cycle routes are to be maintained) and the

approaching off-carriageway facilities (shared use) is acceptable.

NCC requested that consideration be given to the incorporation of a *Dutch Style* layout at the Ollerton Roundabout (separation of motor vehicles from cyclists in the circulating part of the roundabout). After consideration, availability of land (physical constraints in close proximity of the roundabout), coupled with concerns around the suitability of the roundabout in terms of likely type and level of traffic flowing through the junction, meant that this idea was not taken any further. The proposed roundabout ICD (see Section 6 of this Planning Statement) is the biggest that can be accommodated for anticipated traffic growth and is balanced by the proposed off carriageway facilities for the NMUs around the junction.

- Mickledale Lane Junction: The proposal presented at the time of these consultations was a traffic signal-controlled junction.

Warren Hill: General feedback was the pedestrian movement is not currently well catered for within the existing junction and the proposed improvements should not necessarily include provision for pedestrians, due to the anticipated low level of demand. In relation to cyclists and provisions for them, some concerns were raised about the proposed junction arrangement, shared at the time which has since changed to incorporate a tiger tail merge-in-turn arrangement.

Lowdham Roundabout: The proposal to provide footway for pedestrians on the south side of the junction (across the A6097 south arm) was welcomed as it improves connectivity. NCC suggested that it would be beneficial to widen the footway on the south-eastern corner to maximise the benefits of this improvement. In relation to cyclists, it was noted that three of the four arms (excluding the A6097 north arm) form part of the NCC draft LCWIP network and are already part of the NCC cycle network. All facilities are currently very substandard, so any improvement is welcome. The proposed Toucan crossing on the north arm of the A6097 was also welcomed.

Discussion took place regarding the width of the shared use facility along the north of the junction at the A612 Nottingham Road (across the A6097 north arm) continuing on the A612 Southwell Road. The proposed width of that this facility will be 3 m, with a short section of localised pinch point outside Number 2 Nottingham Road to avoid land removal of hedgerow and trees within the garden. NCC requested for the footway to be widened to an appropriate standard in the vicinity of the cricket pitch. To widen to 3 m at this location would impact on the in-situ earth bund which forms part of the flood defence and provides flood water storage at the cricket pitch land. A specific question was posed about this during the public consultation exercise (November 2020) where 61% of those who responded, did not want to see this facility to be widened to 3 m at this location.

Member of Parliament

- 3.2.26 Mark Spencer, Member of Parliament (MP) for Sherwood is a strong supporter of the Scheme campaigning for improvements to be made along the A614/ A6097 corridor, particularly at the Ollerton Roundabout and Mickledale Lane junctions. NCC and Via East Midlands have been proactive in the communication and engagement with him and other local Councillors.

NCC Local Member and NCC Committees

3.2.27 The Project is strongly supported by NCC, with the following resolutions agreed at Committees to date:

- Report to Communities and Place Committee (4 April 2019), which approved the requirement to progress negotiations with landowners affected by the Schemes and the necessary approvals to compulsorily acquire land and rights to deliver the A614/ A6097 MRN Schemes when required.
- Report to Policy Committee (22 May 2019), which approved the submission of the Outline Business Case to the DfT and endorsed the requirement for NCC to underwrite the OBC submission and to meet costs incurred and any subsequent project overspend.
- Report to Economic Development and Asset Management Committee (2 November 2020), to provide an update on progress with the Full Business Case (FBC) for the Project and Schemes therein and to endorse the revised timetable through to project delivery.
- Report to Communities and Place Committee (7 January 2021), to provide an update on the Outline Business Case (OBC) for the Project and Schemes therein and to seek approval for Via to lead the delivery of the scheme; and to begin the consideration of minimal land purchases to keep the project progressing after programme entry whilst undertaking the necessary future statutory processes.

District Councils

3.2.28 The Project has been communicated with every affected and adjacent District Council within the County and letters of support confirming the importance of this Project to the whole of Nottinghamshire have been received from:

- Newark & Sherwood District Council
- Bassetlaw District Council
- Mansfield District Council
- Gedling Borough Council
- Rushcliffe Borough Council

3.3 Scoping Opinion

3.3.1 A formal request for Scoping Opinion in respect of this planning application was submitted to NCC Planning Department in June 2021. The process triggers consultation with Statutory Consultees.

3.3.2 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

3.3.3 Feedback on the Project Scoping Opinion confirmed that it is appropriate for the Environmental Impact Assessment (EIA) to include assessments of the environmental effects at Ollerton Roundabout, Mickledale Lane Junction, Lowdham Roundabout and Kirk Hill Junction, and not consider the environmental effects at White Post Farm and Warren Hill Junction further due to limited interventions proposed at these junctions.

3.3.4 Scoping Opinions and all responses are detailed at Appendix 4-1, Volume 3 of the *ES Scoping Opinion Consultee Comments and Responses*.

3.4 Changes to the Scheme Red Line Planning Boundaries

- 3.4.1 Since submission of the Scoping Report, the Scoping Boundaries shown have been revised to become the red line planning boundaries. The draft red line planning boundaries for Ollerton Roundabout, Mickledale Lane Junction, Lowdham Roundabout and Kirk Hill Junction have increased following changes to the Scheme designs. The reasons for changes to the red line boundaries mainly relate to provision of areas within the existing roadside verges to provide lighting and signage associated with the improvements.
- 3.4.2 In all cases the assessment methodologies for the topics covered in the ES have been reviewed and no changes to the scope or methodologies has been required.
- 3.4.3 The red line planning boundaries for White Post Roundabout and Warren Hill Junction remain the same as shown within the Scoping Report.

3.5 Assessment Boundaries

- 3.5.1 As noted in Section 1 of this Planning Statement, for the Mickledale Lane Junction and Lowdham Roundabout, the extent of the full red line planning boundary has been used as the assessment boundary, which encompasses the full extent of all the improvement works, new lighting and signage.
- 3.5.2 For Ollerton Roundabout and Kirk Hill Junction, lighting and signage extends further away from the main improvement works. In order to keep the EIA focussed on aspects that have the potential to result in significant environmental effects, alternative 'assessment boundaries' have been used for the assessment of some topics.
- 3.5.3 The assessment boundaries used are shown on figures within Volumes 2 and 3 of the ES (AECOM, 2021).

4 Project Objectives

4.1.1 As outlined in the Outline Business Case, the objectives of the Project are to:

- **Reduce congestion:** A number of intersections along the A614/A6097 currently suffer from significant levels of congestion, particularly at peak time periods. The capacity improvements that are proposed along this corridor will improve journey times, lessen delays and improve journey time reliability.
- **Support economic growth and housing delivery:** The Project package will increase capacity along the corridor which in turn can accommodate new and additional trips arising from significant housing developments that are to be constructed in future years. The A614/ A6097 MRN corridor is a strategic priority at both the county and district level, with a commitment to overcome the adverse effects of congestion currently being observed at the major junctions. Without significant investment to address these congestion problems, the A614 / A6097 corridor will struggle to support economic growth, housing growth and new employment opportunities.
- **Reduce journey time delays and variability:** Improved journey times on the A614/ A6097 MRN corridor is also expected to lead to increased economic efficiencies and improved competitiveness for businesses through cost savings, as well as increased certainty and ability to plan, as traffic conditions on the local road network becomes more reliable. The businesses currently based in Bilsthorpe will undoubtedly benefit from improved access and reliability to the A614/A6097 MRN corridor.
- **Support the SRN:** The Project will add resilience to the route which will support the SRN during major works or incidents on the M1, A1 and A46.
- **Support all other road users:** The Project will improve crossing facilities for pedestrians and cyclists. At present, there is no positive provision at either the Ollerton and Lowdham Roundabouts, or the Mickledale Lane Junction. The Scheme includes traffic signal-controlled crossings (Toucan crossings - for both pedestrians and cyclists) at Lowdham and Ollerton.

5 The Scheme – Existing Situation

5.1 Ollerton Roundabout

- 5.1.1 Ollerton Roundabout is located in Ollerton, Newark, approximately 12 km north-east of Mansfield and 26 km north of Nottingham. It is a six-arm roundabout with one arm being bus only. The junction conforms the meeting of the A614 Blyth Road, A614 Old Rufford Road, A616 Worksop Road, A616 Ollerton Road, A6075 Mansfield Road and Newark Road. The junction facilitates local movements from Ollerton and local tourist attractions (The Major Oak etc) as well as strategic trips accessing the SRN (A1(T) via A614). The existing junction layout currently operates over capacity and results in development constraints on nearby development sites.
- 5.1.2 A McDonald's restaurant, a drive-through Costa Coffee incorporating a fish and chips takeaway (The Big Fish) are located to the immediate south of the junction. A Public House (The Alders) was constructed to the west of the junction in 2015. Two petrol stations are also positioned on either side of the A614 Old Rufford Road to the south of the roundabout. Isolated housing is located to the north-east of the junction on Blyth Road (A614) and at The Coombs to the south-west of the roundabout on Mansfield Road and immediately to the west of Costa Coffee.
- 5.1.3 Within 200 m of Ollerton Roundabout there are several ecologically sensitive sites including Birklands West and Ollerton Corner Site of Special Scientific Interest (SSSI), Birklands and Bilhaugh Special Area of Conservation (SAC) and Sherwood Heath Local Nature Reserve (LNR) and Local Wildlife Site (LWS). There are also habitats included within the Sherwood Area Possible Potential Special Protection Area (ppSPA) within 200m. Some of these habitats are adjacent to the existing junction.
- 5.1.4 There are footways along the roads leading into Ollerton Roundabout, with a bridleway (Ollerton and Boughton BW 26 changing name at the Parish boundary to Edwinstowe BW 24) leading north-west through Sherwood Heath LNR. There are currently no crossing points for any type of NMU around the junction, other than at Newark Road where an uncontrolled crossing (with tactile paving and dropped kerb) is provided.
- 5.1.5 The current posted speed limit at the Ollerton Roundabout is derestricted (maximum 60mph). Current speed limits approaching the roundabout are as follows:
- A616 Worksop Road – 60 mph;
 - A614 Blythe Road – 60 mph;
 - A616 Ollerton Road – 60 mph;
 - A614 Old Rufford Road – 50 mph; and
 - A6075 Mansfield Road – 50 mph.

5.2 Mickledale Lane

- 5.2.1 Mickledale Lane Junction is located approximately 500m west of the village of Bilsthorpe, approximately 9 km east of Mansfield and approximately 22 km to the north of Nottingham. It is a priority crossroads with right-turn harbourages provided into each of the minor arms.
- 5.2.2 Four residential properties occupy the south-east corner of the junction, and a transport café (Limes Café) along with an adjacent bungalow, is in the north-west quadrant. Other than these buildings, the junction is surrounded by agricultural land.

Inkersall Lane is a narrow road leading westward from the junction to a small number of private properties and the former Rufford Colliery site. To the east, Mickledale Lane leads to the centre of Bilsthorpe village.

- 5.2.3 There are footways on both sides of the junction and a dropped crossing and refuge have been provided to assist crossing movements to the north of the junction. Inkersall Lane is a private lane which is not publicly maintained for motor vehicles. It does however have public bridleway rights over it (Rufford BW 5).
- 5.2.4 Route Number 645 of the National Cycle Network lies 210 m to the north of the junction and is a traffic free route. The route follows the disused mineral line and terminates just south of Kirklington.
- 5.2.5 A pair of bus stops (NS0624 and NS0782) are located on Mickledale Lane, close to the junction with the A614.
- 5.2.6 A key concern at this junction is the ability of minor-arm traffic to safely judge gaps when entering the A614 and to do so without undue delay.
- 5.2.7 The current posted speed limit on the A614 at Mickledale Lane is 50 mph. Mickledale Lane is derestricted (maximum 60 mph), changing to 30 mph at a point approximately 350 m east of the existing junction.

5.3 White Post Roundabout

- 5.3.1 White Post Roundabout is located approximately 2 km west of the village of Farnsfield, approximately 9 km south-east of Mansfield and 16 km north of Nottingham. The current layout is a four-arm standard roundabout with the A614 running north-south.
- 5.3.2 The Mansfield Road (West) leads to Rainworth and the town of Mansfield. The Mansfield Road (east) leads to the village of Farnsfield.
- 5.3.3 There are business and residential properties surrounding this junction on all sides. The entrance to the Wheelgate Family Theme Park is situated 200 m away from the junction to the west with its boundary abutting the highway and roundabout. There is a Day Nursery and White Post Farm located to the north-east of the junction, and a public house on the south-east and sales garage on the south-west.
- 5.3.4 Footways are available on each of the roads leading to the junction, and a pedestrian refuge (with dropped crossings) has been provided on the A614 north arm. There are two public footpaths either side of the A614 to the south of the junction (Farnsfield FP 18 and FP 19).
- 5.3.5 There is a pair of bus stops to the west of the junction on Mansfield Road near the Wheelgate Family Theme Park entrance (NS0249 and NS0544). There is also a pair of bus stops to the east of the junction on Mansfield Road near the entrance to the White Post Public House car park (NS0050 and NS0051).
- 5.3.6 The current posted speed limit on the A614 at the White Post Roundabout is 50 mph on all arms, aside from Mansfield Road, which is derestricted (maximum 60 mph).

5.4 Warren Hill Junction

- 5.4.1 Warren Hill Junction is located approximately 2.5 km south-west of the village of Farnsfield, approximately 10 km south-east of Mansfield and 14 km north of Nottingham.
- 5.4.2 This is a priority controlled gyratory junction where traffic on the A6097 gives way to traffic travelling north/south on the A614. The junction layout is unusual in that traffic from the A6097 (routeing north) merges onto the A614 by entering the mainstream on the passenger side (rather than the normal driver's side). This unusual arrangement creates a perception that the junction is unsafe. The junction is predicted to be a capacity restraint in future years.
- 5.4.3 A caravan sales site is located to the immediate north of the junction, though the rest of the junction is surrounded by agricultural land. No provision for walkers, cyclists or horse riders has been made at this junction.
- 5.4.4 To the north of the junction a Byway Open to All Traffic (Oxton BOAT 11 – Rob Lane) joins the A614. This public right of way meanders through to Greaves Lane with various bridleways linking to it.
- 5.4.5 The current posted speed limit on the A614 at the White Post Roundabout is 50 mph on all arms.

5.5 Lowdham Roundabout

- 5.5.1 Lowdham Roundabout is located towards the south-western edge of the village of Lowdham, approximately 2 km north-west of the village of Gunthorpe and 9 km north-east of Nottingham. It is a four-arm conventional roundabout with the dual-carriageways of the A6097 entering the junction from both the north-west and south-east.
- 5.5.2 Residential dwellings have been constructed immediately to the east and south-west of the junction along the A612 and a cricket pitch is located to the north of the junction. To the west, the junction is bordered by agricultural land.
- 5.5.3 Footways have been provided around the junction and splitter islands are available to assist pedestrians crossing (albeit that they are also occupied by signage). There is a public footpath (Lowdham FP 2) which meets the A612 between property numbers 2 and 4 Nottingham Road, to the south of the junction.
- 5.5.4 The junction currently experiences significant journey delays (especially during the morning and evening peak periods) because of insufficient capacity to cater for current traffic demands and is considered to be a capacity restraint which has resulted in build limits on nearby planning applications (Teal Park).
- 5.5.5 Current speed limits approaching the roundabout are as follows:
 - A6097 Epperstone Bypass (north-west and south-east arms) – 40 mph;
 - Southwell Road (north-east arm) – 30 mph; and
 - A612 Nottingham Road (south-west arm) – 40 mph.

5.6 Kirk Hill Junction

- 5.6.1 The Kirk Hill junction is located just south of East Bridgford, approximately 10 km east of Nottingham. It is a four-arm traffic signalled junction. The A6097 Bridgford Street runs north-west to south-east and Kirk Hill (the road) joins the A6097 from the north, providing access to East Bridgford village. East Bridgford Road provides access to Newton village to the south. Both A6097 approaches are characterised

by two lanes, one of which is a dedicated right turn lane, with the other used for ahead and left movements. Both Kirk Hill and East Bridgford Road are single lane approaches.

- 5.6.2 The junction is in a rural location, predominantly bordered by agricultural land. Residential dwellings are located in an area of land between the A6097 and Kirk Hill on the north-west side of the junction.
- 5.6.3 A narrow, paved footway runs east-west along the northern side of the A6097. At the junction with Kirk Hill, the footpath diverts from the A6097 and continues along Kirk Hill into the village of East Bridgford. There is no crossing provision for walkers, cyclists, or horse riders at the junction currently.
- 5.6.4 Public bridleway (East Bridgford BW 28) runs parallel with the A6097, on the north-eastern side. This extends north-west to Trent Lane and south-east to further public bridleways parallel with the A46(T). The recorded definitive line of this bridleway is not useable on the ground in the vicinity of the Kirk Hill junction. It is obstructed by dense vegetation and a steep unmade gradient. Instead, users navigate along a cut-through path to the bend on Kirk Hill before joining the narrow footway to the junction. This cut-through is neither recorded as a public right of way nor adopted highway but is accepted by the public as an alternative route to the obstructed definitive line of East Bridgford BW 28.
- 5.6.5 In addition to the above, there are further public rights of way in the vicinity of the junction: East Bridgford FP 27 diverges from the bridleway near the Kirk Hill junction before passing over a small copse and out into the fields beyond; and Shelford FP 9 meets the A6097 approximately 220 m north-west of the junction.
- 5.6.6 A local toll ride arrangement is in place for equestrians in the area. Riders can pay an annual fee to access a network of routes over private land. One of the entrances to this network is located on the north-west side of East Bridgford Road, very close to its junction with Kirk Hill. Users of this toll ride network account for many of the equestrian movements around the Kirk Hill junction.
- 5.6.7 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.
- 5.6.8 Current speed limits approaching the junction in all directions is derestricted (maximum 60 mph).

6 The Scheme – Proposals

6.1 Ollerton Roundabout

- 6.1.1 It is proposed to enlarge the existing conventional roundabout junction at Ollerton. The junction currently has six arms; this will be reduced to five by realigning the bus-only link on to the A616 Ollerton Road arm.
- 6.1.2 The Inscribed Circle Diameter (ICD) of the roundabout will be increased from 37.5 m to 60 m which is the largest size that can be accommodated within the existing land and environmental constraints. It is proposed that all approaches from all directions will be widened to provide two entry lanes onto and around the circulatory of the roundabout. The roundabout exits will provide a short section of two lanes with a merge in turn arrangement to tie back into the single carriageway arms.
- 6.1.3 All footways will be 3 m 'shared use', meaning this is an unsegregated route which is available for use by both pedestrians and cyclists, with the exception of localised pinch points that are unavoidable due to physical constraints at the junction. At the Ollerton Roundabout, the pinch points are anticipated to be in the vicinity of the proposed toucan crossing on the west side of the junction (adjacent to Costa Coffee) where the width will be reduced to < 3 m (exact width to be confirmed during detailed design).
- 6.1.4 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 dedicated NMU crossings other than at Newark Road where an uncontrolled crossing is provided.
- 6.1.5 Street lighting design at the Ollerton Roundabout has been designed in line with current design standards taking into account Sight Stopping Distance (SSD) and proposed speed limits. Lighting columns will be situated approximately 2 m to 3 m back from carriageway edge in the verge.
- 6.1.6 LED lanterns will be installed. All LED lanterns specified have a colour temperature of 4000K (Neutral White) which will be maintained around the periphery of the roundabout as this is the focal area of any potential conflict zone¹.
- 6.1.7 The street lighting design incorporates smaller (8m) lamp columns on Blyth Road (A614) north-east of the roundabout in the vicinity of the northern-most property on Forest Side, Blythe Road, Ollerton (A614) which has been identified as having bat roost potential. This section of road is currently unilluminated, and so the extended lighting design has been amended to ensure any future light spillage is reduced to 1 lux or less (equivalent to full moon illumination) at this property.
- 6.1.8 New post mounted verge signage will be provided at the new junction as well as new road markings/ lining in the carriageway.
- 6.1.9 It is proposed that all bollards on splitter islands will be lit. Not all new signs will be illuminated, in line with current design guidance.
- 6.1.10 A reduced speed limit of 40 mph is proposed for the junction and all junction approaches.
- 6.1.11 Accommodation works would be carried out by NCC as the acquiring authority, by agreement with landowners and affected parties. At the Ollerton Roundabout accommodation work will largely consist of boundary treatments at the residential

¹ Conflict zones are areas where traffic, either motorised or pedestrian, converges from many directions.

properties to the immediate north of the junction, the detail of which is still to be confirmed. The inclusion of anti-dazzle fencing will also be considered at locations where traffic flows are opposing, i.e. at drive through locations (Costa and McDonald's).

- 6.1.12 There are some proposed changes to the carriageway levels in the vicinity of the McDonald's restaurant to lower the carriageway (by approximately 400 mm) to tie in with existing levels to avoid the need for significant retaining structures. The proposals include provision of back-to-back kerbs to address the slight level difference between the McDonald's drive-through facility and the highway.
- 6.1.13 The proposals include a retaining feature (gabion baskets) to address a localised change in level of approximately 700 mm at the radius around The Alders public house.
- 6.1.14 The area of land within the red line boundary is 52,761 m² (5.3 ha). Permanent land take beyond the highway boundary will be required (approximately 1.74 ha).
- 6.1.15 The Scheme is illustrated on a General Arrangement Plan (20949/GEN/O001/00003 P02) provided as part of the wider planning application information. See also ES Volume 1A (Ollerton Roundabout).

6.2 Mickledale Lane

- 6.2.1 It is proposed to construct a new three-arm roundabout on the A614 to the south of the existing junction. A new link road will connect the A614 and Mickledale Lane by passing through a field to the south-east of the existing junction. The new link road will tie into Mickledale Lane via a second three-arm mini-roundabout. New access will be provided off the new link road into Strawson's Ltd premises to the east.
- 6.2.2 It is proposed that the Inscribed Circle Diameter (ICD) of the A614 roundabout will be 70 m with approaches from the A614 widened to provide two entry lanes onto and around the circulatory of the roundabout. The A614 roundabout exits will provide a short section of two lanes with a merge in turn arrangement to tie back into the single carriageway arms. The new link road will see single lane entry and exit.
- 6.2.3 Mickledale Lane would be closed off to vehicles at the junction with the A614 and become a cul-de-sac accessed from the east at the mini-roundabout junction with the new link road, maintaining access only for maintenance vehicles and maintaining NMU access by providing a link for cyclists, equestrians and pedestrians travelling east-west towards the A614 Limes Café and beyond.
- 6.2.4 The existing footways along the east and west sides of the A614 will be improved through widening to a minimum width of 3 m. A shared use facility will be provided along the west side of the new link road between the A614 and Mickledale Lane.
- 6.2.5 The residential properties located to the south-east corner of the existing Mickledale Lane junction will maintain access to their properties directly from the A614 as with the current situation.
- 6.2.6 Street lighting design at the Mickledale Lane Junction has been designed in line with current design standards taking into account SSD and proposed speed limits. Lighting columns will be situated approximately 2 m to 3 m back from carriageway edge in the verge.
- 6.2.7 LED lanterns will be installed. All LED lanterns specified have a colour temperature of 4000K (Neutral White) which will be maintained around the periphery of the

roundabout as this is the focal area of any potential conflict zone².

- 6.2.8 New post mounted verge signage will be provided at the new junction as well as new road markings/ lining in the carriageway.
- 6.2.9 It is proposed that all bollards on splitter islands will be lit. Not all new signs will be illuminated in line with current design guidance.
- 6.2.10 The A614 will remain subject to the existing 50 mph speed limit, and the link road is proposed to have a speed limit of 30 mph.
- 6.2.11 A614 carriageway levels will be increased by up to 0.5 m to allow the road to tie into existing road levels to the north and south of the new roundabout.
- 6.2.12 The new roundabout would be in cutting with the link road being constructed in a mixture of cut and embankment.
- 6.2.13 The area of land within the red line boundary is 85,506 m² (8.6 ha). Permanent land take beyond the highway boundary will be required (approximately 3.93 ha).
- 6.2.14 The Scheme is illustrated on a General Arrangement Plan (20949/GEN/M003/00006 P01) provided as part of the wider planning application information. See also ES Volume 1B (Mickledale Lane Junction Roundabout).

6.3 White Post Roundabout

- 6.3.1 It is proposed to carry out small-scale road safety and maintenance works at White Post Roundabout. This will involve localised carriageway repairs and the provision of high friction surfacing on the approaches to the junction. A review of the existing street lighting provision will guide any additional lighting or upgrades required.
- 6.3.2 The area of land within the red line boundary is 16,608 m². No land take beyond the highway boundary is required.
- 6.3.3 The Scheme is illustrated on a General Arrangement Plan (20949/GEN/WP004/00001) provided as part of the wider planning application information.

6.4 Warren Hill Junction

- 6.4.1 It is proposed to simplify this 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 to give way to the left in a right-hand drive vehicle. This will require a small amount of carriageway reconstruction along with new white lining.
- 6.4.2 The area of land within the red line boundary is 24,351 m². No land take beyond the highway boundary is required.
- 6.4.3 The Scheme is illustrated on a General Arrangement Plan (20949/GEN/WH005/004 P01) provided as part of the wider planning application information.

6.5 Lowdham Roundabout

- 6.5.1 It is proposed that an enlarged four-arm elliptical roundabout be constructed to replace the existing roundabout. The ICD of the roundabout would be increased from 43 m to 65 m. This would have a two-lane circulatory carriageway and include a third left turn filter lane on the A612 Nottingham Road (eastbound) approach to

² Conflict zones are areas where traffic, either motorised or pedestrian, converges from many directions.

the junction.

- 6.5.2 A new access road will be provided from the A612 Nottingham Road to access the four properties on the south side of the road, closest to the roundabout. This will also include a change of use of short section of public highway (footpath) to residential curtilage and the provision of a private right of access to No. 15 Nottingham Road and associated surfacing and boundary treatment to match the existing character.
- 6.5.3 All footways on the north of the junction would be 'shared use', meaning this is a route which is available for use by both pedestrians and cyclists. The footways will be a maximum of 3 m with localised pinch-points (to c. 2.8 m) where physically constrained. Toucan crossing points for both pedestrians and cyclists will be provided on both carriageways of the A6097 Epperstone Bypass, north-west of the roundabout.
- 6.5.4 Uncontrolled dropped kerb crossing points are also proposed on the A6097 south arm to allow access from the four residential properties on the A612 Nottingham Road to the east of the roundabout.
- 6.5.5 Street lighting design has been designed in line with current design standards taking into account SSD and proposed speed limits. Lighting columns will be situated approximately 2 m to 3 m back from carriageway edge in the verge.
- 6.5.6 LED lanterns will be installed. All LED lanterns specified have a colour temperature of 4000K (Neutral White) which will be maintained around the periphery of the roundabout as this is the focal area of any potential conflict zone³.
- 6.5.7 New post mounted verge signage will be provided at the new junction as well as new road markings/ lining in the carriageway.
- 6.5.8 It is proposed that all bollards on splitter islands will be lit. Not all new signs will be illuminated in line with current design guidance.
- 6.5.9 It is proposed to introduce a 30 mph speed limit to the junction.
- 6.5.10 As part of this junction improvement, earthworks will be undertaken to accommodate the new left turn lane on the outbound A612 approach arm to the A6097 north. The embankment height for the new section of carriageway will be a maximum of 0.5 m with a gradient of 1:3 to address the level difference between the highway and the adjacent agricultural field.
- 6.5.11 The area of land within the red line boundary is 31,299 m² (3.1 ha). Permanent land take beyond the highway boundary will be required (approximately 1.8 ha).
- 6.5.12 The Scheme is illustrated on a General Arrangement Plan (20949/GEN/L006/00001 P01) provided as part of the wider planning application information. See also ES Volume 1D (Lowdham Roundabout).

6.6 Kirk Hill

- 6.6.1 It is proposed to carry out carriageway widening works to provide two straight ahead lanes in each direction on the A6097 and separate right turn lanes into Kirk Hill and East Bridgford Road. It is further proposed to carry out localised widening on Kirk Hill to facilitate improved negotiation of left turns into the road by large vehicles. These changes will require upgrades and improvements to the traffic signals at the junction.
- 6.6.2 East Bridgford Bridleway No. 28 will be diverted around the north side of Kirk Hill,

³ Conflict zones are areas where traffic, either motorised or pedestrian, converges from many directions.

crossing at the bend and linking through to the cut-through path which is currently used as an unofficial diversion route. The diversion will incorporate a new 5m Bridleway link along Kirk Hill.

- 6.6.3 A new Pegasus crossing will be provided 100 m east of the junction to facilitate the safe movement of equestrian users across the A6097. This crossing will link into the public bridleway on the northern side and a new path with fencing will be created on the southern verge of the A6097 to link the route to East Bridgford Road.
- 6.6.4 The speed limit will be reduced from de-restricted to 50mph from the existing 40mph terminal point around 930m north-west of the Kirk Hill junction to the junction with the A46(T) around 1.1 km south-east of the Kirk Hill junction. This will make the speed limit consistent with the rest of the A6097 and A614 corridors.
- 6.6.5 Street lighting design has been designed in line with current design standards taking into account SSD and proposed speed limits. Lighting columns will be situated approximately 2 m to 3 m back from carriageway edge in the verge.
- 6.6.6 LED lanterns will be installed. All LED lanterns specified have a colour temperature of 4000K (Neutral White) which will be maintained around the periphery of the roundabout as this is the focal area of any potential conflict zone⁴.
- 6.6.7 New post mounted verge signage will be provided at the new junction as well as new road markings/ lining in the carriageway.
- 6.6.8 It is proposed that all bollards on splitter islands will be lit. Not all new signs will be illuminated, in line with current design guidance.
- 6.6.9 The proposed embankment slope on the south side of the A6097 will be constructed to address the level difference between the carriageway and adjacent field replicating the existing situation. Embankment slopes will be cut to a maximum gradient of 1:3.
- 6.6.10 Earthworks will be required to facilitate the widening of Kirk Hill in order to accommodate the new bridleway connection and associated visibility splays at the crossing point (the north bend) as well as widening of the carriageway in vicinity of the traffic signal control line.
- 6.6.11 The area of land within the red line boundary is 74,001 m² (7.4 ha). Permanent land take beyond the highway boundary will be required (approximately 2.82 ha).
- 6.6.12 The Scheme is shown with more detailed General Arrangement Plan (20949/GEN/KH007/00006 P01) provided as part of the wider planning application information. See also ES Volume 1C (Kirk Hill Junction).

6.7 Project Construction

- 6.7.1 It is intended to construct the White Post Roundabout and Warren Hill Junction improvements in the first instance (anticipated start Summer 2023), followed by Ollerton Roundabout and the Kirk Hill Junction simultaneously starting in Autumn 2023. Lowdham Roundabout and Mickledale Lane Junction would follow on.
- 6.7.2 Anticipated construction periods for each junction are shown at Table 6-1. Please note that these windows and duration are subject to change as the design of the Schemes progress.

⁴ Conflict zones are areas where traffic, either motorised or pedestrian, converges from many directions.

Table 6-1: Proposed construction timetable and estimated construction periods

Junction	Construction Start
White Post	Summer 2023 (up to 4 weeks)
Warren Hill	Summer 2023 (4 weeks)
Ollerton Roundabout	Autumn 2023 (c. 87 weeks)
Kirk Hill Junction	Autumn 2023 (c. 38 weeks)
Lowdham Roundabout	Summer/Autumn 2024 (c. 36 weeks)
Mickle Dale Lane Junction	Winter 2024/2025 (c. 54 weeks)

- 6.7.3 Early Contractor Involvement will continue throughout detailed design of the Project; working with the delivery partner (Contractor) and relevant sub-contractors at the earliest opportunity will enable Via to design out potential issues that could arise during construction, including the design and implementation of traffic management to mitigate against rat running, particularly at Old Ollerton.
- 6.7.4 AS outlined in the EA, prior to construction of each Scheme, the Principal Contractor would produce a Construction Environmental Management Plan (CEMP). The CEMP would include design, construction and operational mitigation measures, which will be defined in part by the technical assessments presented in this ES Volumes 1A-D, in addition to the implementation of industry standard practice and control measures for environmental impacts arising during construction.

6.8 Funding

- 6.8.1 The DfT confirmed Programme Entry for the Project in June 2021. As part of this approval, the Department will provide a maximum capped funding contribution of up to £24.339m towards the estimated total Project cost of £28.635m.
- 6.8.2 The County Council has also secured third party contributions through S106/Community Infrastructure Levy (CIL) monies (value of which is yet to be determined due to ongoing discussion with developers). The County Council is solely responsible for meeting any expenditure over and above this amount.

7 Planning Considerations and Policy Background

7.1.1 The starting point for considering development proposals is the Development Plan (s). Section 38(6) of the Planning and Compulsory Purchase Act 2004 states: “If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.” Central government advice is a material consideration.

7.1.2 The statutory Development Plans covering the area of interest and the Project comprises:

- Newark and Sherwood District Council’s Local Plan: Amended Core Strategy 2019-2033 (NSDC, 2019)
- Rushcliffe Borough Council’s Local Plan (2019) (RBC, 2019)
- Gedling Borough Council’s Local Plan (2018) (GBC, 2019) (due to a development within Gedling which is affected by the Project)

7.2 Newark and Sherwood District Council Local Plan: Amended Core Strategy 2019-2033 (Adopted March 2019)

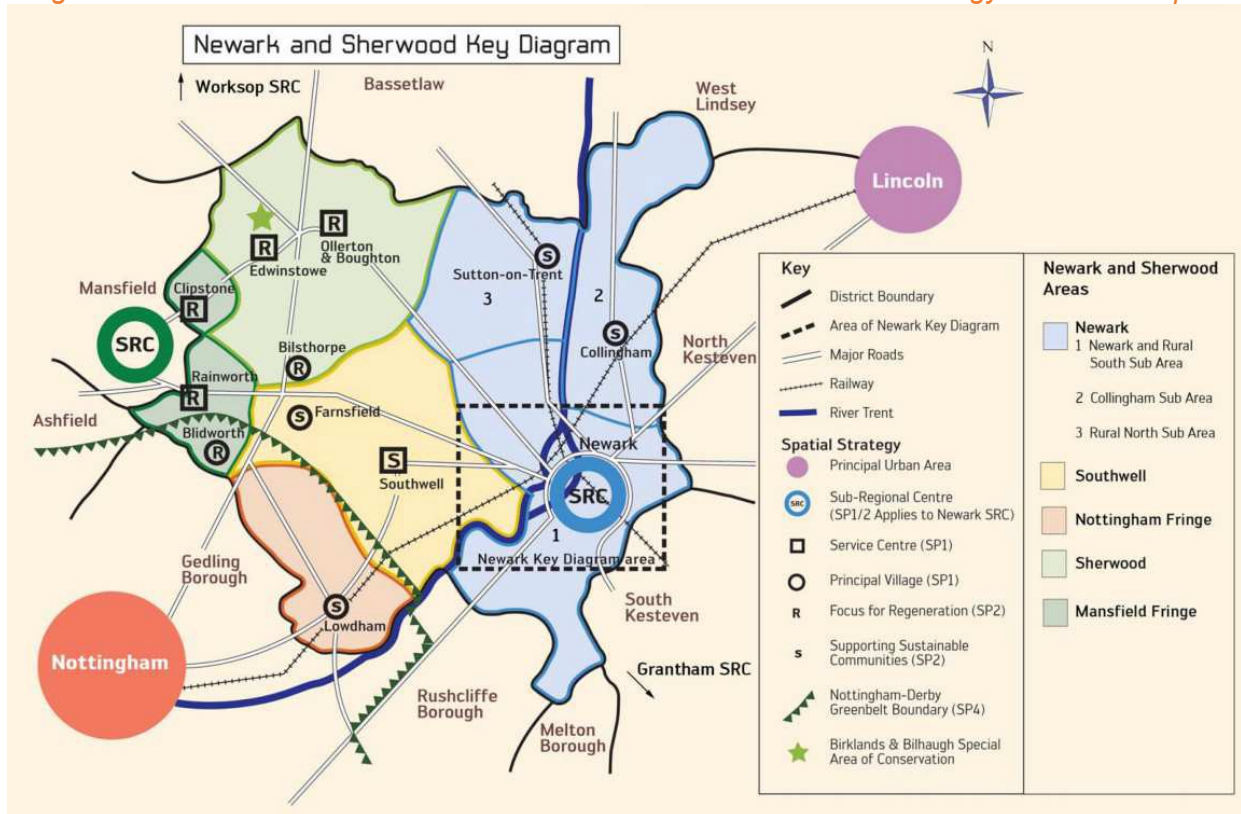
7.2.1 The majority of the Project lies within the Newark and Sherwood District Council (NSDC) administrative area. A key policy document used by NSDC is the Amended Core Strategy (adopted March 2019). This document sets out the big issues that the district council and the public and private sector partners need to address up to 2033 to realise NSDC’s vision for the future. It sets a vision and objectives outlining a number of policies to help deliver the development and change identified.

7.2.2 Ollerton and Bilsthorpe are a focus for regeneration (as shown in Figure 7-1). Improvements to the Ollerton Roundabout is named as a priority to ‘accommodate any additional growth in the north-west of the District or significant growth elsewhere’. NSDC state that they will ‘work with Highways England [stet], NCC, developers and other agencies to ensure delivery of the highway and public transport infrastructure required to support growth within the District. NSDC is keen to encourage the regeneration and redevelopment of the former mining communities of the Sherwood area by fully exploiting the opportunities presented by the Sherwood Forest Regional Park, the Sherwood Growth Zone and the skills and knowledge of the residents of the area. The former Thoresby Colliery site, between Edwinstowe and Ollerton, will play a huge role in the regeneration of the local area.

7.2.3 NSDC LP confirms that ‘securing the infrastructure to support growth and taking advantage of the District’s infrastructure strengths is recognised as being key to the attraction of inward investment’. The public transport and highway infrastructure improvement Schemes that are named in the document and required to ensure the delivery of the Newark and Sherwood Core Strategy include:

- Ollerton Roundabout;
- Mickledale Lane junction;
- White Post Roundabout; and
- Lowdham Roundabout.

Figure 7-1: Newark and Sherwood District Council Amended Core Strategy overview map



- 7.2.4 Spatial Policy 5 in NSDC’s amended core strategy lists sites which have been allocated to ensure that the housing and employment needs of the District are delivered over the plan period. One such site is Land at the former Thoresby Colliery at Edwinstowe.
- 7.2.5 Policy ShAP 2 in NSDC’s amended core strategy states that “The Local Development Framework seeks to promote and strengthen the role of the Service Centre of Ollerton & Boughton as a sustainable settlement for its residents and the wider Sherwood Area”. It goes on to state that one of the ways this will be achieved is by “Securing the resolution of traffic and transport issues in and around the town including those identified within the IDP such as A614/A6075/A616 Ollerton Roundabout junction”.
- 7.2.6 The redevelopment of the Thoresby Colliery site which lies approximately one mile from the Ollerton roundabout, comprises of up to 800 residential dwellings, a Strategic Employment Site, a new Country Park, a Local Centre, “The Heart of the New Community” containing a mix of leisure, commercial, employment, retail and a new Primary School.
- 7.2.7 The application for the Thoresby Colliery site, submitted by Harworth Estates was granted planning approval in October 2017. The proposed development is expected to generate 1,063 new two-way traffic movements in the morning peak hour and 953 two-way movements in the evening peak hour, with a large proportion needing to pass through the A614/A616/A6075 Ollerton roundabout.
- 7.2.8 Policy ShA 03 in NSDC’s Core Strategy is an area objective “To protect and enhance the Birklands & Bilhaugh Special Area of Conservation (SAC) and ensure that the Regional park initiative is consistent with this”. The proposals at Ollerton roundabout impact on this SAC and detailed mitigation measures are described within the associated ES with the planning applications for the Schemes.

7.3 Rushcliffe Borough Council – Local Plan (adopted December 2014) and Gedling Borough Council Local Plan (adopted 2018)

- 7.3.1 The Project also accords with the adopted Local Plans for Gedling Borough Council (2018) and Rushcliffe Borough Council (2019) because the Project (specifically Schemes at Lowdham Roundabout and the Kirk Hill Junction) will help deliver high quality new housing at locations such as the Teal Close and RAF Newton development sites (both specifically named in the Local Plan documents) and assist in the creation of economic prosperity for all.

Rushcliffe Borough Council – Local Plan

- 7.3.2 RBC adopted their Local Plan Part 1: Core Strategy, which provides the strategic approach to development in the borough, in December 2014. RBC adopted the Local Plan Part 2: Land and Planning Policies, which includes non-strategic allocations and detailed planning policies, in October 2019.

Gedling Borough Council – Local Plan

- 7.3.3 GBC's adopted local plan and policy documents include the Aligned Core Strategy (Part 1 Local Plan), the Local Planning Document (Part 2 Local Plan) and supplementary planning documents and guidance.
- 7.3.4 The GBC Aligned Core Strategy - Local Plan Part 1 (Broxtowe Borough Council, GBC and Nottingham City Council, adopted in 2014) document is aligned with the Greater Nottingham administrative areas of Broxtowe, Gedling and Nottingham City. The document sets out the strategic policy direction for future development in Gedling Borough and is used to help decide planning applications and guide the location and design of development in the borough.
- 7.3.5 The Local Plan Part 1 is supported by the Local Planning Document (LPD) (Part 2 Local Plan), which was adopted in 2018. The two documents work together to shape future development in Gedling Borough by planning for new homes, jobs and infrastructure. These documents are used to help decide planning applications and guide the location and design of development within the borough. The Teal Close development (Rivendell) in Stoke Bardolph, Nottinghamshire will create more than 830 homes on the 135-acre site over the coming years. The site is situated east of the A612 Colwick Loop Road between Netherfield and Stoke Bardolph. As well as residential properties it is proposed that the development will include a primary school, community building, a trade park with 14 units and 141,000 square foot of employment space. The site once fully developed is expected to impact on the Lowdham roundabout.
- 7.3.6 The former air force base RAF Newton will be the site of 500 new homes after being granted planning permission by Rushcliffe Borough Council. The Newton Garden Village is located eight miles from the City of Nottingham and will have direct access to the market town of Bingham via a new bridge over the A46(T). As well as building much needed homes for the area, there will be a new primary school and district centre. The site has excellent connections to both the A46(T) and the A52(T) and is "one of the biggest housing schemes to be created in Nottinghamshire in nearly a decade" (Innes-England).
- 7.3.7 The Decision Notice for the RAF Newton site states that "no development shall take place until a Highways Delivery Scheme for the site has been submitted to and approved in writing by the Borough Council." The submission shall provide improvements to the "The A6097 Kirk Hill signal-controlled junction". It has been agreed with the developer that this planning conditional will be satisfied if a monetary contribution is passed to NCC to put towards the improvements proposed

to the Kirk Hill junction under this Project.

7.4 Other Material Considerations

7.4.1 Other material considerations are:

- National Planning Policy Framework (July 2021)
- National Planning Practice Guidance (updated between 2014 and July 2021)
- The Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) Strategic Economic Plan
- Nottinghamshire County Council's Plan and Departmental Place Strategy 2018
- Nottinghamshire County Council's Local Transport Plan 2011-2026
- Nottinghamshire County Council's Visitor Economy Strategy (2019-2029) (2019)

The National Planning Policy Framework (NPPF) (July 2021)

7.4.2 This document sets out the Government's planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions.

7.4.3 Paragraph 7 of the NPPF states "The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs". The Project aligns with this objective by helping to create an improved SRN to support sustainable growth of future generations.

7.4.4 The NPPF notes that the Government attaches great importance to protecting Green Belt land and this considers all development. The A6097 corridor is within the Nottingham Green Belt and therefore the Schemes at Warren Hill, Lowdham and Kirk Hill are located within. Paragraph 150 states that "Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it". One such form of development listed is "local transport infrastructure which can demonstrate a requirement for a Green Belt location". The very nature of the Project being improvements to existing transport infrastructure which is located within the Green Belt satisfies this requirement. Through design, impact on the nature of the environment around the locations will be mitigated.

7.4.5 Paragraphs 159 to 169 of the NPPF outline the responsibilities of Planning Authorities with regards to flood risk and development and specifically paragraph 167 states that "When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment". Flooding risk from both fluvial and surface water sources has been carefully considered for each Scheme and a site-specific Flood Risk Assessment has been carried out for both junctions in Flood Zones 2 or 3 (Ollerton and Lowdham).

7.4.6 The NPPF advises that the planning system should contribute to and enhance the natural and local environment. The aim of the proposals has been to minimise the impact on biodiversity and to put in place mitigation measures where necessary. The Environmental Impact Assessment and Environmental Statement has been prepared in accordance with the appropriate regulations.

7.4.7 The NPPF provides guidance and advice on conserving and enhancing the historic

environment. In accordance with paragraph 194, a full assessment of heritage assets both along and in the vicinity of the junctions has been undertaken and mitigation measures proposed where appropriate.

- 7.4.8 The NPPF also outlines a focus on building a strong and competitive economy, acknowledges the role of transport in facilitating development and contributing to wider economic growth, sustainability and health objectives. Additionally, the NPPF has a focus on the support of sustainable travel, enabling a reduction in congestion.
- 7.4.9 The NPPF document confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. It explains at paragraph 8 that there are three overarching objectives to achieving sustainable development which are interdependent and need to be pursued in mutually supportive ways:
- Economic - to help build a strong, responsive and competitive economy;
 - Social - to support strong, healthy and vibrant communities; and
 - Environmental - contributing to protecting and enhancing the natural, built and historic environment.
- 7.4.10 It is considered that the proposed A614 / A6097 MRN improvements are entirely consistent with and would contribute towards achieving the objectives of the NPPF 2021.

The Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) Strategic Economic Plan

- 7.4.11 Sub-regionally, the whole of the A614/A6097 MRN corridor lies within the area boundaries of the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) Strategic Economic Plan D2N2 LEP. The purpose of the LEP is to provide a partnership between local authorities and businesses in order to decide local economic priorities and undertake activities which drive economic growth and create local jobs.
- 7.4.12 The D2N2 Strategic Economic Plan establishes a framework for identifying future investment priorities as well as outlining the key actions which will facilitate its vision for 2030. The plan's key focus is on driving inclusive growth through innovation, with an emphasis on improving productivity and growing businesses, delivering skills and knowledge for the future and enhancing the quality of the place where people live and work.
- 7.4.13 The D2N2 Strategic Economic Plan has seen £257 million of transport infrastructure investment since 2013, with the goal of opening up key enterprise sites within Derby, Derbyshire, Nottingham and Nottinghamshire. Continued investment from the LEP as well as the Midlands Engine's investments will help to future proof the region and encourage interconnectivity. The strategic case for the Scheme aligns well with D2N2 LEP's objectives to improve connectivity and to unlock potential areas for growth. The LEP believes that a high performing transportation network will benefit D2N2's range of high performing industries which are dependent on the transport network such as in the manufacturing, logistics and extractive sectors. These sectors are shown in the Local Economic Profile to also be important contributors to businesses located within two miles of the route, with a high number of manufacturing and trade businesses in particular.
- 7.4.14 Among other transport projects, the A614/A6097 MRN corridor is identified as one of the priorities for highway investment. As also identified in D2N2 priorities, NCC seeks continued investment in the MRN to improve connectivity around the LEP for more local trips. Greater access to Nottinghamshire's neighbouring towns and cities

such as Nottingham, Derby, Leicester, Sheffield and Doncaster will help to propagate economic growth in the likes of Retford, Mansfield and Newark-on-Trent by allowing for synergies between these urban areas.

Nottinghamshire County Council's Plan and Place Departmental Strategy 2019 - 2021

7.4.15 In January 2018, Nottinghamshire County Council adopted a new Council Plan "Your Nottinghamshire Your Future" which set out an ambitious future of Nottinghamshire in which the county is at the forefront of modern Britain. As part of this the Place Departmental Strategy was devised to support and deliver the Council Plan. This strategy was agreed by the Council's Policy Committee as part of its responsibility for approving, monitoring and implementing the Council Plan.

7.4.16 The Council Plan supports the Midlands Engine 'Vision for Growth' and believes that a strong Midlands economy will grow the national economy, attract more investment and help to redress the North – South divide. Investment in infrastructure to improve transport is seen as critical to creating the best conditions for unlocking housing and business growth. There are marked disparities in economic fortunes across Nottinghamshire. The south and east of Nottinghamshire are generally performing at or around the national average, but the north is below the national average. Improvements to the A614 / A6097 corridor will assist in building the business base for the areas lagging behind and improve productivity.

7.4.17 The Council's Place Department Strategy (2019-2021) sets the context for strategic transport corridors and growth directions across the county and recognises that the economic impact of connecting places like Worksop, Retford, Mansfield, Newark to other parts of the Midlands cannot be underestimated. The MRN outlined in Figure 1.2 (taken from the Place Strategy) demonstrates that connectivity. Working with Midlands Connect and its partners in Transport for East Midlands, the County Council will continue to press government to not only invest in the SRN but also in key routes in the MRN linked to growth and opportunity areas. The Departmental Place Strategy includes the A614 / A6097 corridor as a priority for highway investment, as well as the Ollerton roundabout.

Nottinghamshire County Council's Local Transport Plan

7.4.18 The Nottinghamshire Local Transport Plan 2011 to 2026 is the third Local Transport Plan (LTP) for the County of Nottinghamshire and came into effect on 1 April 2011. The document details the County Council's transport strategy for the whole of the county of Nottinghamshire for the fifteen-year period 2011-2026. The LTP document comprises:

- The Local Transport Plan Strategy which sets out how NCC aims to make transport improvements in Nottinghamshire during the plan period. Including a review at least every five years to make sure that it considers any changes in transport conditions and priorities; and to make sure that it is effective; and
- The Implementation Plan that runs for the same period as Central Government's capital funding allocations to ensure it takes account of realistic funding levels. The first implementation plan covered the four-year period 1 April 2011 to 31 March 2015. NCC is currently within the third implementation plan that covers the period 1 April 2018 to 31st March 2019.

7.4.19 The current LTP Implementation Plan includes reference to pursuing A614 – A6097 MRN Junction Improvements – "Integrated programmes to address existing and forecast journey time delays along the A614 / A6097 corridor including Ollerton Roundabout improvements".

Nottinghamshire County Council's Visitor Economy Strategy

7.4.20 NCC's Visitor Economy Strategy 2019 – 2029 (NCC, 2019) identified the A614 as being a Key Development Project to:

- strengthen the sense of place for visitors along the A614;
- use latest technology to create a high quality, well-signed visitor route that welcomes you to the County and to Sherwood Forest; and
- create a visitor friendly bus route from Nottingham City to Sherwood Forest using existing services and Sherwood livery buses.

7.4.21 Within the NCC Visitor Economy Strategy 2019 – 2029 (NCC, 2019), the A614 is identified as being a Key Development Project to strengthen the sense of place for visitors along the A614 and take advantage of investment along this growth corridor to:

- use latest technology to create high quality, well-signed visitor route that welcomes you to the County and to Sherwood Forest; and
- create visitor friendly bus route from Nottingham City to Sherwood Forest using existing services and Sherwood livery buses.

7.4.22 As such, the A614 serves a dual-economic function: facilitating regular commuter trips and local movements, and also being an important corridor for the tourist economy which will grow in future.

7.5 Summary

7.5.1 Traffic congestion is forecast to increase along the corridor without intervention. Increasing congestion will have a detrimental impact on journey time reliability for all users and local economic activity. The corridor already has a high proportion of heavy goods vehicle use, and so further delays will have a direct impact on the logistics supply chain for industries and businesses both on and close to this corridor.

7.5.2 Without highway improvements the ability of the local district councils' to release housing and employment development will be restricted. There are already development limits on some planning permissions until such time as junction capacities have been improved to accommodate existing and development generated traffic.

7.5.3 At Thoresby Colliery near Ollerton, planning conditions limit development to 150 dwellings and 8,094 m² employment developments until capacity improvements to Ollerton Roundabout occur. The Project would allow a further 650 dwellings & 24,281 m² of employment development to progress.

7.5.4 At the Teal Close development site near Lowdham, planning conditions limit development to 150 dwellings until capacity improvements to Lowdham Roundabout occur. The Project would allow for a further 680 dwellings to progress.

7.5.5 It is also important to make sure that the corridor is as accessible and reliable as possible, in order to make further investment in the area attractive to prospective developers.

7.5.6 The route also frequently acts as a diversion or alternative route during major works or incidents on the SRN. As several junctions along the A614/ A6097 corridor are already operating close to, or above capacity, there would be a reduction in the effectiveness of the route for diversions from the SRN without intervention.



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7.5.7 It is clear that the proposed improvements within the A614/ A6097 MRN Junction Improvement Project support all of the aims within the relevant policy documents discussed in Section 7.

8 Technical Considerations

8.1 Design and Access Statement

General Design Principles

8.1.1 There are numerous design principles and guidance documents used to inform the design of the Schemes within the overall Project, as outlined below:

- **Highway Alignment and Asset Design:** The overarching standard for civils design is the Design Manual for Roads and Bridges (DMRB) incorporating the information within the NCC Highways Design Guide (HDG). The DMRB is a series of technical documents produced by Highways England (now known as National Highways) that provide standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways, in the United Kingdom. The two are inter-linked; for example, in relation to carriageway construction and drainage design, the NCC HDG gives specific guidance but also refers back to the DMRB. Footway construction will be based on specifications within the NCC HDG.
- **Highway Drainage:** The surface water drainage strategy 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 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 CD 526 Spacing of Road Gullies therein.
- **Non-Motorised Users:** In general, Local Transport Notes (LTN) 1/12 and 2/08, Shared Use Routes for Pedestrians and Cyclists and Cycle Infrastructure Design respectively, have been applied to design of facilities for NMUs across the Project as a whole. It is acknowledged that these two documents have been superseded by the recent publication of guidance for designing for cyclists, LTN 1/20. The principles within LTN 1/20 have not been applied for two key reasons:
 - The existing character and constraints of the junctions within the Project, Ollerton and Lowdham in particular, limit the extents to which LTN 1/20 can be applied; and
 - The large amount of advance design work carried out prior to its publication.

NMU counts were undertaken at each junction during November 2020 which have informed the design proposals for the Schemes. More detail can found at Appendix 2 of this Planning Statement.

- **Street Lighting:** The overarching standard for street lighting design is the DMRB incorporating the information within the NCC HDG. For street lighting British Standard BS4589:2020 also applies, along with various documents from the Institute of Lighting Professionals (ILP), specifically ILP PLG02 The Application of Conflict Areas on the Highway, ILP TR12 Lighting of Pedestrian Crossings and ILP PLG04 Guidance on Undertaking Environmental Lighting Impact Assessments. Site specific design has been applied in accordance with ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK at Ollerton, due to the potential for bat roosting and associated activity in close proximity to the Scheme.
- **Traffic Signals and Controlled Crossing Points:** The overarching standard for traffic signals design is the DMRB CD123 Geometric Design of At-grade Priority and Signal Controlled Junctions particularly in relation to the Scheme at Kirk

Hill. For locations where traffic speed is 40mph or lower, the Traffic Signs Design Manual (TSM) Chapter 6 is relevant which brings together and supersedes various separate guidance documents which formerly existed such as LTN 1/95 The Assessment of Pedestrian Crossings and LTN 2/95 The Design of Pedestrian Crossings.

- Traffic Signs and Carriageway Markings: Traffic Signs Regulations and General Directions (TSRGD) is the overarching standard for the design of traffic signs and carriageway markings. The TSRGD prescribes the designs and conditions of use for traffic signs to be lawfully placed on or near roads in England, Scotland and Wales. The design of traffic signs and carriageway markings for the Project is also supported by various chapters of the TSM.

Public Transport

- 8.1.2 The A614 corridor is served by the Sherwood Arrow service which has an hourly frequency from Ollerton to Nottingham. The route passes through Redhill, Farnsfield, Bilsthorpe, Rufford Country Park, Sherwood Forest and Ollerton. The route takes approximately 65 minutes to travel from Ollerton to Nottingham in the AM peak and 77 minutes in the PM peak. The journey times in the other direction (Nottingham to Ollerton) are 71 minutes in the AM peak and 67 minutes in the PM peak.
- 8.1.3 At Ollerton specifically, the realignment of the bus-only link will likely provide journey time savings to all services. This includes the 14/15/15a, 333/334/335, DSA (school service), Edwinstowe Shopper and Sherwood Arrow. These bus services provide connection to Mansfield, Nottingham, Edwinstowe, Wellow, Newark and other intermediary stops and route through Ollerton Roundabout and Newark Road.
- 8.1.4 Consultation with NCC's Transport and Travel Services is on-going to inform the design and provision of the correct bus-related infrastructure. For example, at Ollerton Roundabout, a bus stop will be created marked with a bus stop pole and flag, complete with hardstanding and raised boarding kerb, at the bus gate. Stops to the west of the roundabout (bus stops in both directions (NS0533 and NS0857) also marked with a bus stop pole and flag and installed with hardstanding and raised boarding kerbs.
- 8.1.5 Feedback relating to specific requirements for all other junctions has been requested and will be incorporated into the detailed design for each Scheme.

Non-Motorised Users

- 8.1.6 In addition to the design principles outlined in Section 8 feedback from NCC's Principal Officer for LTP and Travel Planning early in the design process included discussion around the design principles relating specifically to NMUs.
- 8.1.7 It was noted that NCC do not have formal design standards for cyclists in rural areas however it was advised that existing strategic design standards and policies for cycling infrastructure ought to be applied to all Schemes even if they are not fundamentally "cycle schemes".
- 8.1.8 For pedestrians, it was advised that the design standards for Inclusive Mobility should be applied.
- 8.1.9 It is considered that the highest standard of NMU provision has been achieved in relation to the local environs at each Scheme location whether there are large or small numbers of NMUs, the key thing is connectivity.
- 8.1.10 The proposed facilities in each of the Schemes are explored in Section 6 of this

Planning Statement and seeks to address some specific issues raised in responses received in relation to the Scoping Opinion and early communications with relevant bodies within NCC and Via (also, see Appendix 4-1, Volume 3 of the ES *Scoping Opinion Consultee Comments and Responses*).

8.2 Transport Assessment

- 8.2.1 A Transport Assessment (TA) has been prepared in support of this planning application (AECOM, 2021).
- 8.2.2 The A614 serves a dual-economic function: facilitating regular commuter trips and local movements, and also being an important corridor for the tourist economy which will grow in the future. The proposed Project and Schemes within, therefore seeks to continue the strategic development of the corridor to both accommodate and facilitate economic growth.
- 8.2.3 The findings of the TA are that the proposed junctions have been developed to address specific policy objectives around improved journey time and reliability, network resilience, economic growth and connectivity. Investment in the A614 junctions is consistent with both the Nottinghamshire Local Transport Plan and the A614's status as part of the Major Road Network.

8.3 Environmental Statement

- 8.3.1 The ES reports the findings of the EIA that has been undertaken in compliance with the EIA Regulations which implement the European Union (EU) Directive 2014/52/EU. It considers the likely significant environmental effects of the Schemes (both individually and when the Project is considered as a whole) through construction and operation, as well as the proposed mitigation measures recommended to avoid, prevent, reduce or offset any significant adverse effects on the environment.

Air Quality

- 8.3.2 The implications on Air Quality have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Section 5 Volumes 1A-D (AECOM, 2021)).
- 8.3.3 As all the Schemes and their associated affect roads (road immediately surrounding the Schemes) are located more than 200 m apart, no receptors will be subject to the air quality effects from more than one Scheme.
- 8.3.4 Nottinghamshire Wildlife Trust (NWT) has requested that the impacts of dust on the SSSI and LWS in close proximity to the junctions should be monitored during construction, with a plan in place for how it could be rectified if a problem is shown to have arisen. This action will be included in the CEMP for the Ollerton Roundabout Scheme.
- 8.3.5 NWT has also requested, with respect to the Ollerton Scheme, that further monitoring is undertaken in key protected habitat sites such as heathland (within the SSSI) to ensure that the operational air quality modelling is correct. A programme of air quality monitoring (nitrogen dioxide) is therefore proposed adjacent to the roadside closest to the Birklands West and Ollerton Corner SSSI in the opening year.
- 8.3.6 The residual effect is considered to be 'not significant' for air quality for both the construction and operational phases of the Schemes in isolation and for the Project.

Cultural Heritage

- 8.3.7 Cultural Heritage and Archaeological implications have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Section 6 Volumes 1A-D (AECOM, 2021)).
- 8.3.8 There is no overlap in terms of the study areas used to assess each of the Schemes in isolation and none of the receptors are affected by multiple Schemes. Therefore, there are no additional Project-wide effects to consider.
- 8.3.9 A watching brief will be in place at all Schemes during construction to identify potential surviving archaeological remains, including:
- possible remains of a medieval causeway which follows the line of A616 and a post-medieval toll booth within the red line boundary (Ollerton Roundabout);
 - remains possibly associated with the historic road from Bilsthorpe to Inkersall (Mickledale Lane Junction);
 - Roman remains relating to a Roman road beneath the existing A6097 (Kirk Hill Junction); and
 - Possible archaeological remains, notably within the agricultural field to the west of Lowdham Roundabout.
- 8.3.10 There are no significant residual effects upon archaeology or cultural heritage arising from any of the Schemes or the Project during construction or operation after consideration of the mitigation previously noted.

Landscape and Visual

- 8.3.11 Landscape and Visual implications have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Chapter 7 Volumes 1A-D (AECOM, 2021)).
- 8.3.12 Each of the junctions is geographically and visually separate with no identifiable inter-visibility between them due to distance and intervening landform and vegetation. The junctions occupy different landscape policy zones and none of the representative viewpoint locations would allow a viewer to see both junctions simultaneously.
- 8.3.13 There would be no significant cumulative landscape or visual effects from the Schemes.
- 8.3.14 Landscaping designs have been developed to address areas of required mitigation.
- 8.3.15 No significant residual effects are expected, during construction or operation, from any of the proposed Schemes.

Biodiversity

- 8.3.16 Biodiversity implications have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Chapter 8 Volumes 1A-D (AECOM, 2021)).
- 8.3.17 The construction of the Project would result in both losses and gains of habitat across all Schemes. The Project has sought to deliver biodiversity improvements through the provision of landscape planting alongside each Scheme, and a biodiversity metric calculation has been prepared.
- 8.3.18 The type of impacts identified for the Schemes are restricted to the immediate area of the work or the area within close proximity of the assessment boundary. There are not likely to be additional effects when considering the Schemes together due

to the intervening distances between each Scheme.

- 8.3.19 The ensuing paragraphs outline the mitigation measures which have been incorporated into the Scheme designs.
- 8.3.20 **Construction Management:** Construction would be subject to measures and procedures as defined within the CEMP to ensure the works accord with legal compliance and good practice guidance. The CEMP would include measures to minimise dust deposition, air pollution, pollution incidents, light spillage and noise and vibration which would all assist in minimising impacts upon biodiversity receptors. Ecological supervision would be required where works would take place during the breeding bird season (although this would be avoided where possible), for the clearance of suitable common lizard habitat and clearance of suitable hedgehog habitat. Specific method statements would be needed for some species, e.g. common lizard and bats.
- 8.3.21 **Design Features:** Temporary land would be restored to its original state, with new planting provided. Where habitats are lost permanently, these would be replaced with improved quality habitats (e.g. loss of species poor hedgerows with species rich hedgerows with trees etc.). Habitats suitable to provide foraging and nesting opportunities for birds, and roosting, foraging and commuting opportunities for bats would be planted (trees and hedgerows). The lighting designs have been designed to minimise impacts to bats (use of light emitting diodes (LEDs) with rear shields to ensure more directional and controlled light source).
- 8.3.22 Scheme specific features include:
- **Ollerton Roundabout:** Permanent habitat loss from Birklands West and Ollerton Corner SSSI habitat would be mitigated for by informal hedgerow with trees and band of acid grass planting.
 - **Ollerton Roundabout:** Natural refugia (shelter) within retained and newly created habitat area. The provision of refugia would be provided in advance of commencement of construction works to allow reptiles to be displaced into suitable existing habitat.
 - **Mickledale Lane Junction:** An open stone structure of gabion wall will be created along the length of the new link road, providing continuous linear habitat for common lizard, leading to the mineral line embankment to the north of the Scheme.
- 8.3.23 During the construction phase, dust monitoring adjacent to the Birklands West and Ollerton Corner SSSI will be undertaken to ensure that management measures implemented through the CEMP are successful in reducing dust impacts.
- 8.3.24 Natural England have raised concerns regarding the accuracy for forecasts in vehicle emissions trends and have requested a programme of monitoring be provided for the Birklands West and Ollerton Corner SSSI. This programme of monitoring will be undertaken adjacent to the roadside closest to the Birklands West and Ollerton Corner SSSI in the first year that the Scheme is open to traffic.
- 8.3.25 The residual effect is considered to be 'not significant' for biodiversity for both the construction and operational phases of the Schemes in isolation and for the Project.

Geology and Soils

- 8.3.26 The implications on Geology and Soils have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Chapter 9 Volumes 1A-D (AECOM, 2021)).
- 8.3.27 No significant effect is anticipated with regard to geology with any of the Schemes.
- 8.3.28 The use of agricultural land for temporary compounds, storage and access during construction of the Scheme could cause permanent damage to agricultural land during construction resulting in a significant effect. However, with appropriate soil stripping, handling and storage, this impact would not likely be significant.
- 8.3.29 There would likely be no significant effects relating to contaminated dust or gases (dermal contact, inhalation) during construction with good practice measures in place.
- 8.3.30 Between the Schemes, there would be the loss of agricultural land. This totals an area of approximately 3.49 ha being temporarily lost (and restored after construction) and 3.47 ha being permanently lost (including BMV land). This impact is considered significant and there is no accepted way to mitigate this loss.
- 8.3.31 General mitigation measures for the protection of soil resources, human health and controlled waters are proposed, including the production of a Soil Resources Plan, Site Waste Management Plan (SWMP), Materials Management Plan and a CEMP.
- 8.3.32 The assessment concludes that, with the exception of the loss of agricultural soils, all geology and soils effects for all Schemes will be reduced to slight adverse or neutral following implementation of the mitigation measures and there would not be any residual significant effects.

Noise and Vibration

- 8.3.33 The implications of Noise and Vibration have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Chapter 10 Volumes 1A-D (AECOM, 2021)).

Short Term – Opening Year 2023

- 8.3.34 The Schemes are not expected to result in significant adverse operational noise effects during the daytime or night-time. Changes are largely negligible. This is likely due to:
- **Ollerton Roundabout:** the larger roundabout, a reduction in speed limits on approaches to it, and due to the north bound exit on the A614 Blyth Road moving slightly further west;
 - **Mickledale Lane Junction:** the location of the new junction further south from the NSRs on the A614 Old Rufford Road and lower speed limit on Mickledale Lane; and
 - **Lowdham Roundabout:** increased distance of the carriageway from the nearest receptors and lower speeds.

Long Term – Future Year 2037

- 8.3.35 For all Schemes no significant adverse effects are predicted for receptors during the daytime or night-time, with an overall negligible adverse impact. This is mainly attributable to long-term traffic growth.
- 8.3.36 There is no overlap in terms of the study areas used to assess each of the Schemes in isolation, and the same receptors are not affected by multiple Schemes.
- 8.3.37 Full details of the proposed construction plant, timescales and hours of operation were not available at the time of the assessment – however it is anticipated that the contractor will employ standard Best Practicable Means (BPM) controls to manage noise and vibration levels during the construction phase and such measures would be detailed in the CEMP.
- 8.3.38 There is also potential for noise from construction activities to be reduced through the use of localised temporary noise screening. This has not been included in the assessment of construction noise in order to represent a worst-case scenario. Proposals for the use of localised temporary noise screening would be developed at the detailed design stage.
- 8.3.39 At this stage any noise/vibration reduction benefits introduced as a result of the mitigation measures cannot be accurately quantified and so significant residual effects during construction cannot be ruled out.

Road Drainage and The Water Environment

- 8.3.40 The risk of significant, acute pollution to watercourses is greatest during the construction stages of the Project, particularly works within and adjacent to water bodies.
- 8.3.41 The Ollerton Roundabout and Mickledale Lane Junction are located within the same Operational Catchment (Idle and Torne Management Catchment) within the river basin management plan for the area. However, as the Mickledale Lane Junction is upstream of the Ollerton Roundabout Scheme, and both would not be constructed at the same time; there are not likely to be any combined effects during construction.
- 8.3.42 Lowdham is located within the Trent and Lower Erewash Operational catchment and therefore is unlikely to interact with the same receptors as the Ollerton Roundabout and Mickledale Lane Junction Schemes. There would be no combined effects during construction of this Scheme with the others.
- 8.3.43 There are considered to be no Project-wide significant effects during construction.
- 8.3.44 During operation there are considered to be no Project-wide significant effects during operation. The Schemes are designed to independently manage the effects on the water environment such that there are no inter-dependencies and therefore not likely to be any cumulation of effects. In accordance with DMRB LA 104, as there are no significant adverse effects, there is no requirements for additional mitigation and monitoring.
- 8.3.45 The residual effect of the Project is considered to be 'not significant' for road drainage and the water environment for both the construction and operational phases. The residual effects that are not significant remain as reported within the individual assessments within Volumes 1A, 1B and 1D.

Climate

- 8.3.46 The implications on Climate have been considered for each Scheme and the Project as a whole, details of which can be found within the ES prepared in support of this planning application (Section 12 Volumes 1A-D).
- 8.3.47 **Greenhouse Gas:** During the construction phase, the CEMP would include a range of industry standard good practice measures to reduce energy consumption and associated carbon emissions, such as using materials with lower embodied GHG emissions and water consumption. The SWMP would adopt good practice measures to reduce waste, such as agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- 8.3.48 During the design phase, opportunities to reduce waste including waste arisings will be prevented and designed out where possible and opportunities to re-use material resources will be sought where practicable, such as the re-use of existing on-site lighting if in a suitable condition.
- 8.3.49 **Climate Change Vulnerability:** During the construction phase, the CEMP would include a range of industry standard good practice measures to prevent or reduce the likelihood of climatic hazards affecting construction staff and assets.
- 8.3.50 The landscape design is predicted to achieve a net gain of biodiversity through landscaping and enhancement/creation of habitats. Species would be chosen that are appropriately tolerant to a changing climate.
- 8.3.51 The residual effect of the Scheme is considered to be 'not significant' for climate change for both the construction and operational phases of the Project.

Combined and Cumulative Effects Assessment

- 8.3.52 The potential for combined effects on the same receptor was identified by reviewing the effects identified within the environmental assessment topics covered in ES Volume 1 and Volumes 1A to 1D (AECOM, 2021).
- 8.3.53 Where the combined effect on the receptor or resource is inherently covered within the technical assessments in the ES, this was not considered further. The assessment considered the combined effects on residential receptors only.
- 8.3.54 The types of effects that could be experienced by these receptors and which may interact are noise, air quality and visual effects during both construction and operation.
- 8.3.55 A 4 km search area was used to prepare the long list of 'other developments' which may interact with the Project, as reflected by the cumulative Zones of Influence (Zols) for biodiversity, landscape and visual, and road drainage and the water environment – the largest Zols. A total of 31 developments were included in the initial long list.
- 8.3.56 Three 'other developments' from the long list were shortlisted for inclusion in the assessment of cumulative effects. These developments are:
- ID 1: The Former Thoresby Colliery (NSDC planning permission ref. 16/02173/OUTM), located approximately 578 m west of Ollerton Roundabout;
 - ID 12: Land East & West Of Chapel Lane, Bingham (RBC planning permission ref. 10/01962/OUT, located approximately 1.5 km south-east of Kirk Hill Junction; and
 - ID 20: Land At Royal Air Force Newton (RBC planning permission



ref. 10/02105/OUT), located approximately 852 m south of Kirk Hill Junction.

- 8.3.57 Based on the review of environmental information available for the Project and these shortlisted developments, there are not likely to be any significant cumulative effects as a result of the Project in conjunction with other developments.
- 8.3.58 This is due to a combination of factors, including the low level of impact from the respective Schemes and the other developments on the same receptors following mitigation, as well as the distance between the Schemes and the other shortlisted developments.
- 8.3.59 In terms of Mitigation and Monitoring, the Project has not resulted in any likely significant adverse cumulative or combined effects, therefore no additional mitigation measures are required.

9 Conclusion

- 9.1.1 This Planning Statement and supporting application documents have been prepared to demonstrate that the Project and Schemes therein, is acceptable in planning terms and that there are no technical reasons why the Project should not be permitted.
- 9.1.2 The Project has been evaluated against the provisions of all relevant Development Plans at local level and all other material planning considerations including those set out in national planning policy and other local authority strategy documents.
- 9.1.3 Traffic congestion is forecast to increase along the corridor without intervention. Increasing congestion will have a detrimental impact on journey time reliability for all users and local economic activity. The corridor already has a high proportion of heavy goods vehicle use, and so further delays will have a direct impact on the logistics supply chain for industries and businesses both on and close to this corridor. Without improvement, the current congestion and journey reliability problems experienced on the A614/ A6097 MRN is expected to persist and worsen over time as noted in the Transport Assessment (AECOM, 2021) restricting the ability of the local district councils to release housing and employment development. There are already development limits on some planning permissions until such time as junction capacities have been improved to accommodate existing and development generated traffic.
- 9.1.4 The Project ensures that the A614/ A6097 corridor is as accessible and reliable as possible, which will attract inward investment and generate new jobs and economic growth for the local area.
- 9.1.5 The route also frequently acts as a diversion or alternative route during major works or incidents on the SRN. As several junctions along the A614/ A6097 corridor are already operating close to, or above capacity, there would be a reduction in the effectiveness of the route for diversions from the SRN without intervention.
- 9.1.6 It is acknowledged that implementation of the Project will inevitably result in some adverse environmental impact. The process of EIA has been followed and ES been produced to reflect the findings of the EIA therein. It is considered that the ES demonstrates that these environmental impacts can be mitigated against through the implementation of appropriate measures.