

This matter is being dealt with by:

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**Nottinghamshire
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By E-Mail Only

Dear Sir

9 December 2021

FOA Alex Maddox

Proposal: Request for Scoping Opinion

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

Location: Warren Hill Junction – the A614 (Old Rufford Road) and A6097 (Ollerton Road) priority junction

Applicant: Nottinghamshire County Council

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

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

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

A scoping opinion is being sought of the County Planning Authority (CPA) with respect to a proposed planning application and accompanying Environmental Statement, as one of six applications, seeking permission to improve the geometry of the priority controlled gyratory junction at Warren Hill of Old Rufford Road and Ollerton Road where traffic on the A6097 gives way to traffic travelling north/south on the A614. Currently traffic from the A6097 (routeing north) merges onto the A614 by entering the mainstream from the right-hand side. Vehicles travelling north on the A614 can turn right at the northern end of the teardrop-shaped junction to return in a southerly direction. The junction is predicted to be a capacity restraint in future years. The aim, in conjunction with the other projects along the transport corridor is to address existing congestion issues and to facilitate future traffic growth. The unusual configuration of the junction is such that it is perceived to be unsafe.

A caravan sales premises lies to the immediate north of the gyratory on the eastern side of the A614. Other than the retail site, the junction is surrounded by agricultural land.

It is proposed to undertake improvements to the junction geometry, simplifying the junction with the inclusion of an extended merge lane where the A614 Old Rufford Road northbound merges with the A614 Ollerton Road. This would require a small amount of carriageway reconstruction along with new white lining. The opportunity for northbound traffic to return southbound would be removed with bollards preventing use of the right turn. The area of land within the scoping boundary is approximately 2.49 ha. No land take beyond the highway boundary is required.

The environmental features likely to be affected by the development

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

- Newark & Sherwood District Council *
- Oxtun Parish Council
- Farnsfield Parish Council
- NCC Highways Development Control *
- Via Safer Highways *
- Via Countryside Access *
- Environment Agency *
- NCC Flood Risk *
- Historic England *
- NCC Archaeology
- NCC Built Heritage *
- Natural England *
- NCC Nature Conservation *
- Nottinghamshire Wildlife Trust *
- Via Landscape
- Via Noise
- Via Land Reclamation
- Severn Trent Water

- Cadent (Gas)
- Western Power
- British Horse Society *

Where responses have been received they are marked *, copies of which are enclosed. Any responses subsequently received will be forwarded and could result in this scoping opinion being updated.

Comments in respect of the scoping request report

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

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

The Environmental Statement should include a detailed description (2.3.17-2.3.20) of the site to provide context to the Warren Hill gyratory project. 2.3.20 acknowledges the presence of a Byway Open to All Traffic (BOAT) to the north of the junction and the statement should include consideration of potential impacts and safety of users entering and leaving public right of way.

The number/frequency of northbound vehicles on the A614 turning to return southbound at the northern end of the gyratory should be quantified along with details of how that manoeuvre is to be undertaken following the closure of the link by bollards, and any safety implication arising.

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

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

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

Highways

A Transport Assessment will need to consider in particular: any adverse effects of the redistribution of vehicles, which may have otherwise avoided the junction in question; the highway safety implications of the proposals, to include consideration of the roads and

junctions where vehicles have redistributed; and consideration of the impact on vulnerable road users.

Via Road Safety has undertaken a Stage 1 Road Safety Audit and recommendations to reduce the chance of collision scenarios should be considered and incorporated, along with assessment of any changes arising.

Via Rights of Way draw attention to Oxton BOAT 11 along Rob Lane immediately to the north of the proposed works. Continued safe access and visibility for users as a consequence of the proposed works should be considered.

British Horse Society has identified an opportunity to extend the public right of way network west from Oxton BOAT 11 which should be considered and would need to include safe crossing of the A614.

Ecology

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

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

With reference to Biodiversity Net Gain, the creation of habitat should be delivered as far as possible at each of the individual junctions comprising the overall combined scheme through the planting of native trees, shrubs and hedgerows and the seeding of native wildflower seed mixes. Reference should be made to the species in the relevant Nottinghamshire Landscape Character Assessment.

Attention is drawn to Nottinghamshire Wildlife Trust (NWT) comment on Bio-diversity Net Gain, funding and management which should be addressed in the overall submission.

Noise

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

Emissions

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

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

Historic Environment

The setting of heritage assets, impacts and mitigation will need careful consideration. Particular regard should be given to the recommendations of Historic England.

NCC Historic Buildings comments that The EIA Scoping report accurately identifies two non-designated heritage assets affected as they fall within the influence of the scheme. Impact on the setting of the non-designated heritage assets will need to be considered.

Flood Risk and Contamination

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

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

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

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

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

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

Yours sincerely



David Marsh
Major Projects Senior Practitioner
Nottinghamshire County Council