

CODDINGTON PARISH COUNCIL

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NOTTINGHAMSHIRE MINERALS LOCAL PLAN ADDITIONAL CONSULTATION ON SAND AND GRAVEL PROVISION

Introduction.

1. Coddington Parish Council (CPC) has already responded to the consultation on the Preferred Approach of October – December 2013. The variations to the County's original proposals on Sand and Gravel provision have only a marginal direct effect on the site at Coddington, referred to as MP2o and shown on Inset 15. CPC will comment upon several aspects related to the detail contained in the County's MP2 responses, after considering the broader implications of the Minerals Local Plan (MLP).

Strategic Overview.

2. Our main concern, after further opportunity to study the wider range of documents and papers, is the lack of strategic planning going beyond the immediate confines of the MLP. We have been given sight of the 2nd draft Strategic Traffic Assessment (STA). Whilst noting that it is work in progress we consider that the STA seriously underestimates the current woeful inadequacy of the entire local (Newark) road network, including the A17, to cope with any increased loadings. Newark is often gridlocked or beset by additional traffic difficulties which originate in incidents on the A1, A46/relief road or the town's major feeder routes, and all the principle junctions. The most recent was in the last week of June 2014. There is no resilience. Simply, the STA has addressed Site MP2o (and also MP2p, Flash Farm, Averham), too much in isolation from the present and future economic and social well-being of Newark district and the broader area. Such quarry development is just one future economic activity likely to affect the community.

3. Newark and Sherwood District Council (NSDC)'s Local Development Framework includes provision for further development between the A46 and A17, and also adjacent to the Currys/Knowhow complex. The nearby Newark Showground has already suffered the loss of one major national event due to traffic difficulties. Within Newark the Great North Road (B6326) area leading from the level crossing to the A46/A616/A617 roundabout, has been featured recently as a potential site for both a new NSDC HQ and a new national supermarket. NSDC's wider plans for large scale housing and economic expansion in Newark's southern and eastern sectors will also place further strain on all the major road intersections, on the "rat-runs" (Coddington included) which seek to avoid those choke points and on the suburban feeder roads into Newark. We also wish to refer you to the Highways Agency's North and East Midlands Route Strategy Evidence Report (April 2014) which, inter alia, considers local sections of the A46 to be under stress, especially at major junctions, on the A1133 – A1 section, and between the A1 – A616/617 roundabout. Lastly, recent public notices in the local press advise of future consultations regarding the possible permanent closure of level crossings on the East Coast Main Line. These measures would affect eastern feeder roads into Newark and place other routes, including Coddington, under further stress.

4. We have not yet studied the broader economic vision of the County's Economic Development Committee. Nevertheless we consider that to proceed now to plan for quarrying at Coddington in this consultation would be premature and irresponsible. There are too many disjointed economic activities ongoing, planned or proposed. The development of an over-arching and comprehensive economic and social strategy for the area, including adequate highway provision, must have primacy.

Future Work.

5 We suggest that the concerns above must be addressed by the urgent engagement of a number of parties including Nottinghamshire County Council (and probably Lincolnshire), the Highways Agency, Network Rail, public utilities, NSDC, EMAS, major local employers/producers and organisations, and local councils. Without a coordinated vision and strategic plan, the local and wider community, together with economic activity, will struggle further to cope within an increasingly inadequate infrastructure. This is cause for great concern. For these reasons, the CPC submits that this allocation should be withdrawn to allow proper consideration and the preparation of a comprehensive strategic plan, as referred to above.

Detailed Comments.

6. Additionally, a number of points of detail are submitted:

a. **Draft STA.** Within the draft a 28 tonne capacity haulage vehicle has formed the basis of calculating export/ journey totals. For our own calculations in our response last November, CPC was advised by Hanson UK to work on a 20 tonne uplift figure. Most recently Hanson UK has agreed that a variety of haulage capacities would be in operation. Moreover, for a number of reasons, not all delivery points would be suitable for the larger vehicles. It appears, therefore, that the 28 tonne capacity might be the gold standard, and that its use unrealistically but conveniently deflates the projected totals for round trips undertaken. This requires review.

b. **Map – Inset 15.** Neither in the various documents, nor on the map, can we identify 3 other service facilities which we understand to cross the site from north – south. These are:

- (1) An 11K volt transmission line along the east of the site.
- (2) A section of an underground GPSS (MOD) pipeline (petroleum products).
- (3) The underground high-pressure national gas pipeline.

c. **Documents.** We have already noted that the STA is still in draft stage, but it has been widely quoted in your responses, although not generally available. Further, the Health Impact Assessment is still at the draft stage and unavailable for us in discussion with our villagers. Such disappointing omissions make it difficult for consultees when formulating their arguments at this early, but still important, stage of the consultation process.