



Newark Open Break Winthorpe Review

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The report has been prepared by Via East Midlands in Partnership with Nottinghamshire County Council on behalf of Newark and Sherwood District Council. It is an assessment of the land within the open break designation considering the proposed A46 improvement works north of Newark.

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1. Introduction

1.1 Purpose and scope of report

- 1.1.1 This report has been prepared by Via East Midlands on behalf of Newark and Sherwood District Council. It is an independent assessment of the potential impacts upon the existing Winthorpe Open Break designation from proposed road infrastructure works to the A46 and potential new development (Traveller site) within the existing open break.
- 1.1.2 A review of the Open Break designation between Newark and Farndon, Newark and Winthorpe and Newark and Coddington was undertaken in August 2019 as part of the evidence base in support of the review of the Amended Allocations & Development Management DPD. This review concluded that overall, the Open Break designations continued to be an effective planning designation helping to retain the separate identities of Newark and its surrounding villages. This review recommended minor alterations to the boundaries (both areas for inclusion and removal) primarily for consistency (Via 2019).
- 1.1.3 This report focusses on the Newark - Winthorpe Open Break. The boundary of this designation is shown in Figure 1.

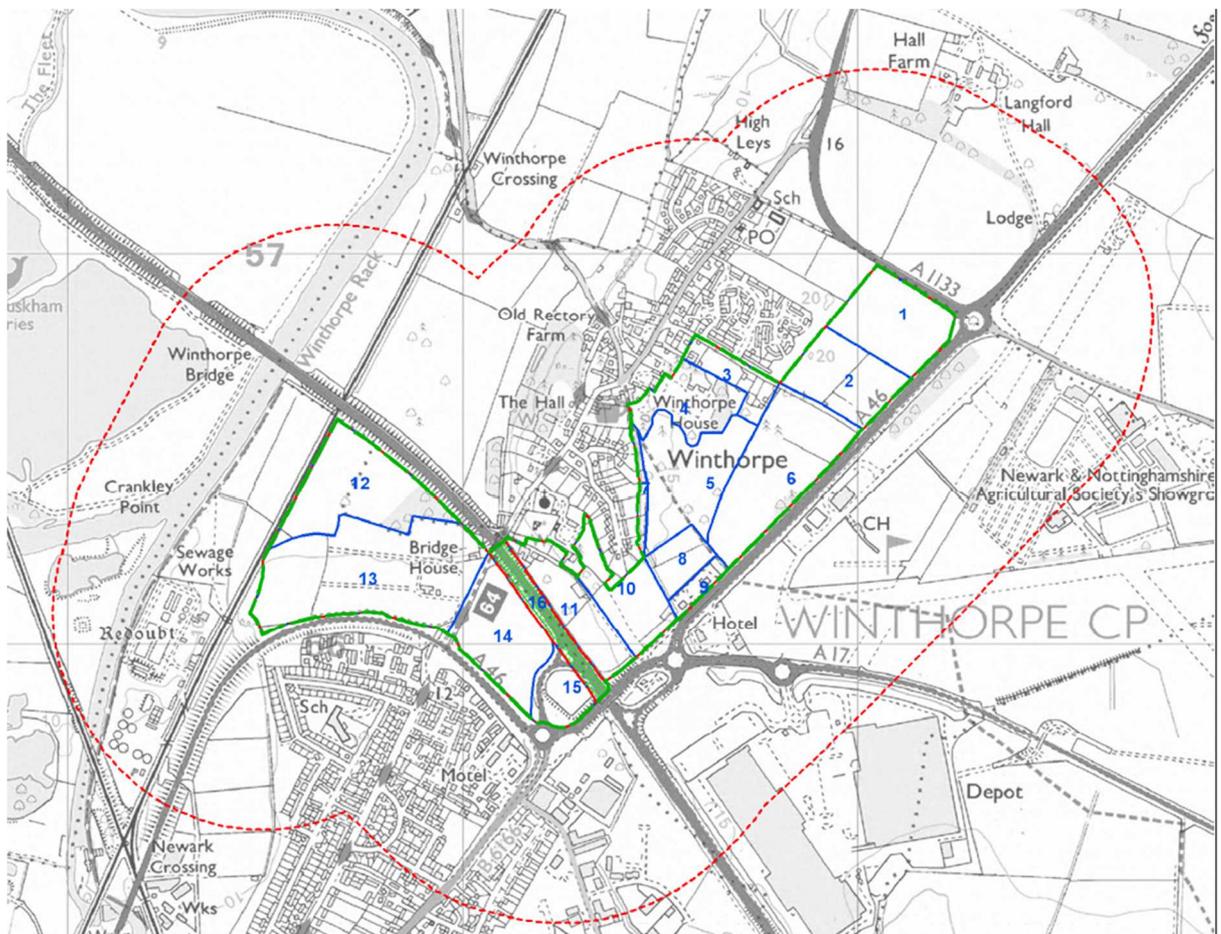


Figure 1: Boundary of Winthorpe Open Break following review of 2019

1.2 Legislation & Planning Policy Summary

- 1.2.1 The Open Break policy is set out in the Allocations & Development Management under DPD in Policy NUA/OB/1. The policy is:

Newark Urban Area - Open Breaks

In order to ensure that existing settlements retain their separate identities and characteristics, the District Council has identified certain areas that are under pressure for development which provide an Open Break between settlements.

- i. Newark and Farndon.*
- ii. **Newark and Winthorpe;** and*
- iii. Newark and Coddington.*

Within land allocated on the Policies Map as Open Breaks in Newark Urban Area, planning permission will not normally be granted for built development.

(Newark and Sherwood Allocations and Development Management DPD 2013)

- 1.2.2 In 2019 a planning appeal decision (APP/B3030/C/18/3196972), regarding development on a site within the Newark - Winthorpe Open Break, confirmed that the Open Break policy was still relevant and highlighted the contribution that had towards meeting the aims set out within the National Planning Policy Framework (2019) specifically:

The environmental objective:

“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.” (paragraph 8 (e))

and the strategic policy:

“conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.” (paragraph 20 (d))

1.3 Winthorpe village and setting

- 1.3.1 Winthorpe is a large village that lies 3 km north east of the centre of Newark and 0.5 km to the south east of the River Trent. Gainsborough Road was originally the main route from Newark through the centre of the village, but this is now truncated by the A1 and vehicular access is now via the A46 and A1133.
- 1.3.2 The core of the village was shaped in the 18th and 19th centuries with its historic centre mainly situated around Gainsborough Road and Holme Lane. Parkland with mature trees lies south east of Winthorpe House (Grade II Listed building) and to the west of the village around Winthorpe Hall (Grade II* listed building). Winthorpe Conservation Area covers these areas as well as several C18 and C19 villas principally located along Gainsborough Road. The Conservation Area is shown on drawings TP2150850-03-1 and TP2150850-03-2.

1.4 Landscape Character

- 1.4.1 At a national level, the whole of the Winthorpe Open Break is located within National Character Area 48 Trent and Belvoir Vales. At the local level, the study area falls under the Newark and Sherwood District Council Landscape Character Assessment. The majority of the Winthorpe Open Break lies within the East Nottinghamshire Sandlands Character area and in Policy Zone - ES04 - East Nottinghamshire Winthorpe Village Farmlands. The northern point of the western reaches of the Open Break is located in Landscape Policy Zone – TW53 – Trent Washlands Averham Weir River Meadowlands.

1.5 Development Proposals

- 1.5.1 As part of the proposals for strengthening of the A46 Trans Midlands trade corridor between the M5 and Humber ports, Highways England are proposing the dualling of the A46 Newark Bypass between Farndon and Winthorpe. North of Newark these development proposals lie within the land forming the Open Break between Winthorpe and Newark. Two options are proposed, and these are shown below in Figure 2 and 3 and within Appendix 2, drawings TP2150850-01 and 02. These proposals directly impact on units 1,2,6,8,9,10,11,13,14 and 16 within the existing Open Break designation.



Figure 2: Option 1 A46 proposals and Winthorpe Open Break

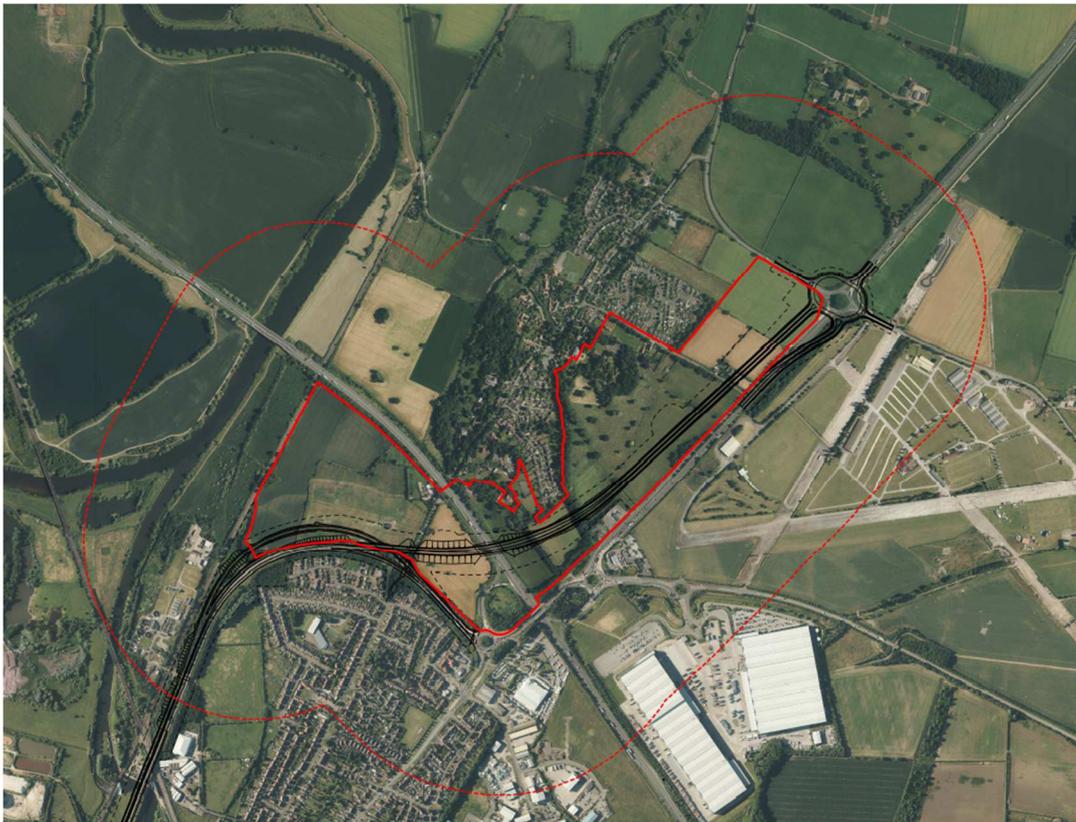


Figure 3: Option 2 A46 proposals and Winthorpe Open Break

- 1.5.2 During the latter half of 2021 Newark and Sherwood District Council consulted on an Options Report as part of the review of the Allocations and Development Management DPD consultation (AADM DPD). Through the review potential sites were put forward for gypsy and traveller use. The Winthorpe Open Break designation was previously tested at a 2019 appeal hearing concerning this land (Site 8 *Land to the North West of Winthorpe Road*) which lies within unit 13.



Figure 4: Site 8 Land to the north west of Winthorpe Road

- 1.5.3 The Inspectors Summary (Reference APP/B3030/C/18/3196972 – 3196078 Land to the north west side of Winthorpe Road) reaffirmed the value of the designation in preventing the coalescence between Newark and the surrounding areas.

‘A thin sliver of land remains undeveloped between the northern edge of Newark and the southern edge of Winthorpe and, notwithstanding the presence of the A1, which creates a visual and physical break, the land in question undoubtedly plays a crucial role in maintaining the individual identity of both settlements. Given the limited distance between the two settlements the aims of the policy could easily be eroded by further development and the area is highly sensitive in that sense.’

- 1.5.4 In the Via 2019 review of the Open Breaks around Newark the report reiterated that in regard to the Newark – Winthorpe designation units 12,13,14 and 15, because of their openness, were an essential part of the Winthorpe Open Break and consequently no amendments were proposed to the Newark – Winthorpe Open Break designation boundary.

- 1.5.5 Though the G&T site submission is identified as unsuitable in the AADM DPD Options Report (due to the Open Break designation, noise, flood risk and vibration) the site is currently part of an ongoing appeal process, the original decision having been overturned on judicial review. This report independently assesses the impact of the site being developed as part of a traveller site alongside the A46 dualling options.
- 1.5.6 At the time of writing this report other large-scale development being considered by the planning authority near Winthorpe Open Break was an outline application for a logistics development on a 16.6-hectare site on land east of Newlink Business Park at the junction of the A17 and A1. This development is south east of two large existing distribution buildings. The proposed development was not considered to impact on the designation being geographically and visually separate to Winthorpe and outside the buffer area around the existing Winthorpe Open Break (refer to Figures 2 and 3).

2. Methodology

2.1 Desk Study

- 2.1.1 This review assesses the land within the Open Break and buffer area around it to determine if it still functions to retain the separate identities and characteristics of Newark and the neighbouring settlement.
- 2.1.2 The assessment of Open Break functionality was split into three areas:
- Physical
 - Perceptual
 - Landscape value
- 2.1.3 The assessment process consisted of an initial desktop study followed by a field survey. GIS mapping was used to collate information on topography, land use, landscape character, planning and conservation designations for the study area. (Refer to Figures within Appendix 2.)
- 2.1.4 Prior to site assessment each Open Break area was divided into small units of land with a consistent pattern of features and character. Boundaries of these areas followed physical features on the ground such as field hedgerows and roads. These unit areas were checked on site along with an assessment of surrounding visual receptors and landscape value. This surveying was carried out by chartered landscape architects and followed the *Guidelines for Landscape and Visual Impact Assessment (GLVIA3) Landscape Institute and the Institute of Environmental Management and Assessment 2013*. The physical distance was measured using GIS Map info Professional, version 17.

2.2 Site survey

- 2.2.1 All units were graded with a high, medium or low ranking for each of the three contributing factors, *physical*, *perceptual* and *landscape value* based on the criteria below. Each unit of land was then given an overall level of high, medium or low reflecting its contribution to the Open Break designation.

Physical separation

High - Land unit contributes to separation of Newark and Winthorpe due to its geographic position and distance <0.3km from settlement edge of Winthorpe.

Medium - Land unit partially contributes to the separation of the settlements due to its position and relationship to other landscape units

Low - Land unit does not contribute to the separation of Newark and Winthorpe due to its geographic position and distance > 0.3km from settlement edge Winthorpe

Perceptual separation

High - Land unit contributes strongly to the sense of separation of Newark and

Winthorpe due to openness (undeveloped elements) and/or presence of tree planting and landform.

Medium - Land unit partially contributes to the sense of separation of the two settlements.

Low - Land unit does not contribute or only makes a weak contribution to the sense of separation of Newark and Winthorpe.

Landscape value

High - Unit has a strong landscape character with features in good condition, often with conservation interest (cultural/heritage/ecological designations) and recreational value.

Medium - Unit has some characteristic features of the character area, but this may be variable and localised. Has some scope for enhancement/green infrastructure provision where there is planned development growth in the surrounding area.

Low - Landscape character is weak, with little identity. Characteristic features are few and the landscape elements are in poor condition sometimes with detracting elements. There are few areas of conservation interest. Has some scope for enhancement/green infrastructure provision where there is planned development growth in the surrounding area.

Assessment of areas

The assessment of each of the land units is discussed in chapter 3 and set out within Appendix

3. Review of landscape units

3.1 Baseline Review

- 3.1.1 Newark's three Open Break designations at Farndon, Winthorpe and Coddington, were reviewed in August 2019 (Newark Open Breaks Review Via 2019). Since the 2019 review, there have been no changes at a scale to impact upon Winthorpe Open Break Designation and its contribution to the separation of Newark and Winthorpe in terms of land use.
- 3.1.2 Each unit was then re-assessed as to its contribution to the Open Break considering the two option proposals for the A46. For Unit 13 the potential allocation of a Traveller Site was also factored in.
- 3.1.3 There were four units within the Open Break which as a result of the impacts of the A46 dualling would be less effective in providing open separation between development edges. These units are 8, 11, 13 and 14.
- 3.1.4 The analysis of the A46 dualling on Winthorpe Open Break designation for all the units is set out in more detail in Appendix 1. Those land units that have changed their contribution to the Open Break are summarised below. Refer to Appendix 2 TP2150850–10-1 Newark-Winthorpe Open Break Summary (A46 Opt.1) and TP2150850–10-2 Newark-Winthorpe Open Break Summary (A46 Opt.2) for a summary of changes.

3.2 Physical separation

- 3.2.1 Drawings TP2150850-07-1 and TP2150850-07-2 shows the contribution made by each unit to the physical separation of Winthorpe from Newark. Units 13 and 14 are the only parcels of land where there is a change in the level of physical separation because of the A46 works. These areas are severed by the proposed A46 road on embankment rising to cross the A1 for both options. The physical separation is reduced from high to medium as, dependent on the proposed landscape mitigation, the road embankments and carriageways will be associated with the existing road infrastructure to the south and not perceived as an Open Break.
- 3.2.2 Planting works associated with the works should not only be designed to mitigate for adverse landscape and visual impacts but provide structure and spatial separation for settlements.
- 3.2.3 Following the A46 dualling there may be indirect impacts on the surrounding area. For example, land along the road corridor may be more "accessible" and release parcels for development (such as housing/retail/services etc.). To retain the integrity of physical separation with the open break it is recommended that there should be no infill development along the new road corridor.

3.3 Perceptual separation

- 3.3.1 Road infrastructure works associated with both options will reduce the sense of separation in unit 8, 9 and 10. These units, particularly Unit 9 are close to existing road infrastructure and the additional flyover bridge and presence of elevated lit traffic will be perceived as part of the existing highway environment rather than open space. Therefore, the perceptual separation for these units is reduced to low for units 8 and 10 and remains low for unit 9 the latter of which includes a service station.
- 3.3.2 An unauthorised gypsy traveller site is situated in Unit 13 which was subject to a recent hearing (January 2022). In 2021 the Options report of the production of the Amended Allocations and Development Management DPD (AADM DPD) included the traveller site within this unit as land submitted for consideration as a site allocation.
- 3.3.3 This traveller site is partially enclosed by a tree belt along the site's western boundary. None the less during the winter months, the tops of caravans and the fence boundary to the southwest of the site is visible from users along Winthorpe Road. Therefore, the sense of an open rural break here is compromised in this area and as the Inspectors Report (Reference APP/B3030/C/18/3196972 – 3196078) states there is a noticeable, adverse impact on the openness of the area. However, this visual impact is relatively localised and overall, this is at a level that will not compromise unit 13 on its own. The proposed A46 works with its earthworks and additional carriageway and the cumulative impact of the traveller site (without any mitigation) will lessen the level of perceived sense of separation within this unit from *high* to *medium*.
- 3.3.4 Should the traveller site be developed the introduction of acoustic fencing for noise mitigation, along the top of embankment on the A1, will interrupt the views across the low-lying area and add to incongruous elements in the landscape associated with development.
- 3.3.5 For perceptual separation unit 14 reduces from *high* to *medium* as the proposed road infrastructure splits this land into two sections. Changes will include lighting, which will extend along road corridors into previously undeveloped areas and tree removal along the existing A46 around the Winthorpe Road junction which will also open views of existing and new road corridors.

3.4 Landscape Value

- 3.4.1 The Open Break designation is almost entirely within the East Nottinghamshire Sandlands character area and the Winthorpe Village Farmlands (ES04) Policy Zone.
- 3.4.2 The north west corner is within the Trent Washlands TW53 Averham Weir River Meadowlands. It is assessed that the proposals will have no direct impact upon the landscape value within TW53.
- 3.4.3 The proposed A46 dualling will remove some of the existing shelter belts and tree cover which is a characteristic feature of this landscape. This will particularly impact on units 6 and 10 where there are established mature woodland belts that provide the wider landscape setting to the parkland and farmland around Winthorpe.
- 3.4.4 Design proposals should aim to minimize loss and replace that removed with new tree planting. The extent should be in line with current Biodiversity Net Gain Principles (+10%) and reflect the pattern and native species within the East Nottinghamshire Sandlands landscape character area.
- 3.4.5 For both A46 dualling options the embankment of the proposed road are near to Winthorpe's Conservation Area and the parkland setting to listed buildings. Additionally, for Option 2 the conservation area is directly impacted on by proposed earthworks (Refer to Appendix 2 drawings TP2150850-03-1Winthorpe Designations A46 Opt 1, TP2150850-03-2Winthorpe Designations A46 Opt 2) Therefore impacts on the Conservation Area and the wider setting are compromised and for unit 8 Option 2 only this is reduced to *medium to low*.
- 3.4.6 For unit 11 the landscape value reduces to *medium* as both proposed road options truncate an area of high value, being within Winthorpe Conservation Area. For unit 13 the landscape value is also reduced to *medium to low* primarily due to the impacts of additional bridges and embankments over Winthorpe Road.

Comparison of changes between review of Winthorpe Open Break designation (2019) and the impact of the A46 Options 1 and 2 (2022)

Unit	Contribution of Unit to Winthorpe Open Break (2019 review)	Contribution to open break when A46 Options 1/2 considered (2022 review)
1.North eastern end of Open Break, adjacent A1133	High	High
2.North eastern end of Open Break, south east of Branstone Close	High	High
3.North east of Winthorpe House	Low	Low
4.Winthorpe House and grounds	Low	Low
5.Winthorpe House Parkland	High	High
6.South east of Winthorpe House	High	High
7.Woodland to north east of The Spinney	Medium	Medium
8.Land south east of Winthorpe House Parkland and north west of A46 service area	High	<u>Medium</u>
9.Service area and restaurant	Low	Low
10.Area to the south of The Spinney	Medium	Medium
11.Land to the south west of Winthorpe adjacent to the A1	High	<u>Medium</u>
12. North of bridge House	High	High
13.Area to the west of Bridge House	High	<u>Medium</u>
14 Land north of Newark residential area	High	<u>Medium</u>
15 A1/A46 junction	Medium	Medium
16 A1	Low	Low

4. Conclusion and recommendations

4.1 Conclusion

4.1.1 The review of the Newark- Winthorpe Open Break boundary in 2019 concluded that the break is effective at retaining both Newark and Winthorpe's separate identities. The A46 proposals which are currently out for consultation (2022) utilises land between Winthorpe and Newark within the Open Break.

4.1.2 The Newark- Winthorpe Open Break boundary should be retained as overall it still provides a break between the settlements. None the less both road options reduce the degree of separation between the two settlements particularly to the southern area where there are already existing road junctions and there are substantial proposed earthworks across the A1. Option 2 brings the road corridor closer to the Conservation Area, parkland setting of Winthorpe and residential properties and removes existing woodland plantation along the boundary of Newark Showground to accommodate the proposed larger A46/A1133 roundabout junction. Option 1 includes an additional road bridge but over all there is less land take and so, from a landscape perspective is the preferred option.

4.1.3 The following points form recommendations:

- The Newark- Winthorpe Open Break boundary should be retained as overall it still provides a break between the settlements.
- Of the two road options considered Option 1 is preferred with less impact on the Newark – Winthorpe Open Break.
- This gypsy traveller site off Winthorpe Road is partially contained by an existing tree belt along its western boundary. The retention of this feature within the landscape helps to screen some of the caravans within the site. However, the site reduces the perception of openness to users of Winthorpe Road, but this is within a localised area at a level that overall will not compromise the Open Break. Additional tree and hedge planting to the southwestern boundary would help to mitigate the visual impacts of this site.
- The proposed A46 dualling will remove some of the existing shelter belts and tree cover which is characteristic feature of this landscape. Design proposals should aim to minimize loss and replace that removed with new tree planting. The extent should be in line with current Biodiversity Net Gain Principles (+10%) and reflect the pattern and native species within the East Nottinghamshire Sandlands landscape character area.
- This assessment has been made on the two potential routes for the A46 published in December 2020, and the conclusions then sense checked upon publication of the preferred route in February 2022. This demonstrates that the designation would still provide a strategic break between the two settlements under those published routes, and ought to be retained. It may however be necessary to further review the designation as the highways scheme moves through its statutory processes, dependent upon the level of change to the preferred route. The preferred route (February 2022) is shown in Appendix 3

References

1. National Planning Policy Framework (July 2021)
2. National Character Area Profile 48 – Trent and Belvoir Vales (Natural England 2013)
3. Newark and Sherwood Amended Core Strategy DPD (March 2019)
4. Newark and Sherwood Allocations & Development Management Development Plan Document (July 2013)
5. Newark and Sherwood District Council's Landscape Character Assessment Supplementary Planning Document (2013)
6. Guidelines for Landscape and Visual Impact Assessment (Third Edition) The Landscape Institute and IEMA (2013)
7. Landscape Character Assessment Guidance for England and Scotland (Countryside Agency and Scottish Natural Heritage 2002)
8. Newark Open Breaks Review (Via 2019)
9. Planning Inspectorate, Inspectors Report - Land to the north-west side of Winthorpe Road, Newark, Nottinghamshire (April 2019)

Appendix A

Unit 1	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lad Val	Phy sep	Per sep	Lan Val	
1.North eastern end of Open Break, adjacent A1133	No change to 2019 baseline Review in 2019 concluded “Along with unit 2 and 6 this area provides a break of 256 m between Winthorpe and the northern edge of Newark (Showground). <i>This unit contributes to the physical separation between Winthorpe and Newark. The open area contributes to the perception of separation. This is an area of agricultural land of medium landscape value.</i> ”			The proposed A46 works marginally reduces the Open Break, to 252 m between Winthorpe and the northern edge of Newark. Road improvements would contribute to a more urban element in the landscape. The larger scale of the new roundabout junction A46/A1133 relates more strongly to the scale of the existing development to the south east and junction with the A1			Road widening reduces the Open Break to 201 m if the Open Break boundary is considered to be aligned with the northeastern road boundary (i.e., closer to Winthorpe) Loss of tree belt east of the A46 against the perimeter of Newark Showground that currently screens this area. Separation of roads provides greater scope for tree planting which would increase perceptual separation <u>if</u> this were to be included as mitigation for the works.			There is the potential for indirect impacts that would weaken the Open Break designation because of the A46 widening for both options. (Potential development includes access spur road for housing estates or service stations/retail) Both schemes would benefit from tree planting / shelter belts which would reinforce existing landscape character as these features are already present in the vicinity. However overall, for both options there is still sufficient land for this unit to function as an Open Break between settlements and the contribution to the Open Break remains High
Existing contribution to Open Break = High	High	High	Medium	High	High	Medium	High	High	Medium	Contribution to Open Break with both road options remains High

Unit 2	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
2.North eastern end of Open Break, south east of Branstone Close	No change to 2019 baseline .. <i>the area provides a break of 224 m between Winthorpe and the northern edge of Newark (Showground).</i> Review in 2019 concluded <i>“This unit contributes to physical the separation between Winthorpe and Newark. The open area contributes to the perception of separation. This is an area of agricultural land of medium landscape value.”</i>			For Option 1 the physical break is reduced to 221 m by an increased carriageway width. There is both the loss of vegetation along the eastern existing field boundary and loss of existing tree cover in the central refuge along the A46, although both contain significant gaps. Loss of vegetation would alter the perception in this area so that road infrastructure is more apparent. However, the belt of existing mature trees along the north western boundary of Newark Showground area maintains a sense of separation.			For Option 2 the physical break is reduced to 154 m Both Units 2 and 6 are reduced in width by development proposals compared to the existing baseline with more land lost to accommodate the additional north east bound carriageway. Pine Cottage and neighbouring property to the south of Hargon Lane would be adjacent to A46 road corridor. Loss of existing vegetation along field boundary and within the central reservation due to road realignment.			Option 2 highway works are much closer to housing within Winthorpe. Option 1 also results in the loss of existing vegetation. (including to the east of A46 north west of Newark Showground). For option 2 the distance (physical separation) is reduced by 70 m. Built development in this unit around Winthorpe would compromise the Open Break along a southwest-north east axis. Both road options would benefit from tree planting / shelter belts which would reinforce existing landscape character as these are already present in the vicinity.
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options remains High
	High	High	Medium	High	High	Medium	High to Medium	High	Medium	

Unit 3	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
3.North east of Winthorpe House	<p>No change to 2019 baseline. <i>“Along with unit 6 the area provides a break of 457 m between Winthorpe and the northern edge of Newark (Showground).”</i> Review in 2019 concluded <i>“Built development within this unit reduces the perceptual and actual physical effect of separation. This unit is of medium landscape value as part of it is within the Conservation Area.”</i></p>			<p>No development within this unit. There will be some visual impacts to receptors along Hargon Lane but mature tree shelter belt to southern edge screens most views. Along with Unit 6 this area now provides 433 m break between Winthorpe and northern edge of Newark.</p>			<p>No development within this unit. There will be some visual impacts from receptors along Hargon Lane. Along with Unit 6 this area provides 370 m break between Winthorpe and the northern edge of Newark.</p>			<p>Road widening brings the road corridor slightly closer to this unit by 24 m for option 1 and 87 m for option 2.</p> <p>However overall, for both options there is no significant change and land within this unit still functions as an open break be it at a low level due to position and distance.</p>
Existing contribution to Open Break = Low	Phy sep Medium	Per sep Low	Lan Val Medium	Phy sep Medium	Per sep Low	Lan Val Medium	Phy sep Medium	Per sep Low	Lan Val Medium	Reviewed contribution to Open Break remains Low due to geographic position and distance.

Unit 4	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
4.Winthorpe House and grounds	No change to 2019 baseline.			No development within this unit.			No development within this unit.			For both design options the A46 is in slightly closer proximity to this unit of land. However, visually this area is contained by existing tree cover and the contribution to the Open Break remains the same.
	<i>Along with unit 6 the area provides a break of 457 m between Winthorpe and the northern edge of Newark (Showground).</i>			This area is enclosed by vegetation and so views south east are contained.			This area is enclosed by vegetation and so views south east are contained.			
	The review in 2019 concluded “ <i>Mature vegetation within this unit screens Winthorpe House and its associated buildings. The landscape value of this unit is high due to its designation as a Conservation Area, the presence of two listed buildings and parkland trees</i> ”			Along with Unit 5 and 6 this area provides 433 m break between Winthorpe and the northern edge of Newark.			Along with Unit 5 and 6 this area provides 370 m break between Winthorpe and the northern edge of Newark.			
Existing contribution to Open Break = Low	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break remains Low due to geographic position and screening of development edge by existing vegetation.
	Medium	Low	High	Medium	Low	High	Medium	Low	High	

Unit 5	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
5.Winthorpe House Parkland	No change to 2019 baseline.			The new bridge lies just to the south of Unit 5.			The new road clips parkland at southern end of unit.			<p>There is a marginal loss to land within Unit 5 as a result of the road widening options but the perceived impact for both options is greater due to proposed earthworks for Option 1 and proximity for Option 2.</p> <p>All this unit is within the Conservation Area</p> <p>The degree of perceptual separation will change as road infrastructure and moving traffic becomes more apparent in the landscape (due to proximity, elevation and lighting).</p> <p>Both proposed options will also impact on users of footpath-Winthorpe FP2 (Ref: 162/2/1) historic parkland and the setting of the conservation area. Option 2 directly impacting on the conservation area</p> <p>However overall, the unit still provides an open break separating Winthorpe from Newark.</p>
	<i>Along with unit 4 and 6 the area provides a break of 457 m between Winthorpe and the northern edge of Newark (Showground).</i>			Along with Unit 4 and 6 the area provides a break of 433 m between Winthorpe and the northern edge of Newark.			Along with unit 4 and 6 the area provides a break of 370 m between Winthorpe and the northern edge of Newark.			
	The review in 2019 concluded <i>“This unit contributes to the physical separation between Winthorpe and Newark. The open area contributes to the perception of separation. The unit is of high landscape value due to its mature parkland vegetation.”</i>			The new road alignment is closer to the residential settlement on southern edge of Winthorpe. The over bridge across the new road for traffic exiting Newark heading north will be visually intrusive due to its height and elevation will have road lighting with additional illumination from traffic headlights			The new road alignment is closer to properties on southern edge of Winthorpe. Option 2 could incorporate mitigation planting in form of new tree belt on strip of land between existing A46 and new overbridge across A1.			
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options remains High
	High	High	High	High	High	High	High	High	High	

Unit 6	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
6.South east of Winthorpe House	<p>No change to 2019 baseline.</p> <p><i>Along with unit 4 and 5 the area provides a break of 457 m between Winthorpe and the northern edge of Newark (Showground).</i></p> <p>The review in 2019 concluded: <i>“This unit contributes to the physical separation between Winthorpe and Newark. The open area contributes to the perception of separation. This is an area of agricultural land of medium landscape value.”</i></p>			<p>Along with Unit 4 and 5 this area provides 433 m break between the northern edge of Newark and Winthorpe.</p> <p>There is an increased amount of road infrastructure within the Open Break which is closer to the residential settlement in Winthorpe. The embankment and bridge will be elevated elements in the landscape.</p> <p>Proposals will remove a mature block of trees north west of the A46</p>			<p>Along with Unit 4 and 5 this area provides 370 m break between the northern edge of Newark and Winthorpe.</p> <p>There is an increased amount of road infrastructure within the Open Break which is closer to the residential settlement in Winthorpe. Road alignment is closer to Winthorpe but changes to existing landform will not be so apparent.</p> <p>Woodland block can be retained.</p>			<p>This unit is directly impacted by the development (part of the unit area is proposed carriageway) the land to the north, closer to Winthorpe still provides open space which acts as a break between the settlements.</p> <p>Both options marginally alter the perception of an open break but not sufficiently to reduce the assessment of the contribution to Open Break to medium.</p>
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options remains High
	High	High	Medium	High	High	Medium	High	High	Medium	

Unit 7	Baseline (checked from 2019)	A46 Newark Bypass Option 1	A46 Newark Bypass Option 2	Conclusion /Contribution of unit to overall Open Break designation
7.Woodland to north east of The Spinney	<p>No change to 2019 baseline.</p> <p><i>Along with unit 4,5,8 and 9 the area provides a break of 457 m between Winthorpe and the northern edge of Newark (Showground).</i></p> <p>The review in 2019 concluded: <i>“A dense tree belt screens the residential development of ‘The Spinney’ to the west, but perceptually reduces the open break effect, although it creates a high degree of physical separation as it does not contain built development. The unit is of high landscape value due to its mature vegetation.”</i></p>	Along with Unit 8 and 9 the area provides a break of approx. 433 m between Winthorpe and the northern edge of Newark (Showground).	Along with Unit 8 and 9 the area provides a break of approx. 370 m between Winthorpe and the northern edge of Newark (Showground).	Both new road options are closer but there is no change to the land unit’s contribution to the Open Break.
Existing contribution to Open Break = Medium	Phy sep Per sep Lan Val High Low High	Phy sep Per sep Lan Val High Low High	Phy sep Per sep Lan Val High Low High	Reviewed contribution to Open Break with both road options remains Medium

Unit 8	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
8.Land south east of Winthorpe House Parkland and north west of A46 service area	No change to 2019 baseline. <i>Along with unit 5 and 9 the area provides a break of 413 m between Winthorpe and the northern edge of Newark (Showground).</i>			Along with unit 5 and 9 the area provides a break of 374 m between Winthorpe and the northern edge of Newark. Part of the new road and bridge are located to the south of this unit. Road infrastructure will read as part of highway environment associating with the existing service station (Shell Garage) to the south of the A46 rather than as open space. Existing Esso service station is removed.			Along with unit 5 and 9 the area provides a break of 322 m between Winthorpe and the northern edge of Newark. New road and embankment are entirely within the agricultural field to the north leaving the existing service station (Esso) which is in unit 9 intact. The road scheme will be closer to the Conservation Area and visually impact on wider parkland area. The Landscape value will diminish.			Both options lessen the unit's contribution to the Open Break as development is focussed within this. Option 1 retains more open space within the Conservation Area designation.
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options reduces to <u>Medium</u>
	High	High	Medium	High	Low	Medium	High	Low	Medium - low	

Unit 9	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
9.Service area and restaurant	No change to 2019 baseline.			Along with Unit 5 and 8 the area provides a break of 374 m at its widest point between Winthorpe and the northern edge of Newark.			Along with Unit 5 and 8 the area provides a break of 322 m at its widest point between Winthorpe and the northern edge of Newark.			For Option 1 the existing service station is replaced by road infrastructure and so there is no contribution to the Open Break.
	<i>“Along with unit 5 and 8 the area provides a break of 413 m at its widest point between Winthorpe and the northern edge of Newark (Showground).”</i>			The whole unit is taken up with road infrastructure with a slip road forming a bridge across new section of A46 and all associated earthworks.			Service station is retained. No proposed works within the unit.			For Option 2 the existing service station remains. Therefore, the built area extends into land between Winthorpe and Newark compromising the designation.
	The review in 2019 concluded:									
	<i>“Built development within this unit reduces the perceptual and actual physical effect of separation and is of lower landscape value.”</i>									
Existing contribution to Open Break = Low	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Contribution to Open Break with both road options remains Low .
	Low	Low	Low	Low	Low	Low	Low	Low	Low	

Unit 10	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation		
<p>10.Area to the south of The Spinney</p>	<p>No change to 2019 baseline.</p> <p><i>The area provides a break of 372 m at its widest point between Winthorpe and the northern edge of Newark (A46/A17).</i></p> <p>The review in 2019 concluded:</p> <p><i>“This unit contributes to the physical separation between Winthorpe and Newark. The perception of separation is increased by a strong vegetated surround. The improved permanent pastureland is of medium landscape value”</i></p>			<p>The area provides a break of 225 m at its widest point between Winthorpe and the northern edge of Newark (A46/A17).</p> <p>New road cuts across this unit splitting the unit into two</p>			<p>The area provides a break of 322 m at its widest point between Winthorpe and the northern edge of Newark (A46/A17).</p> <p>New road cuts across this unit splitting the unit into two and is closer to the residential housing along the Spinney than Option 1 46 m as opposed to 77 m.</p>			<p>For both options the area will be read as a broad swathe of road infrastructure rather than agricultural land separating settlements.</p> <p>Option 1 provides more of an intact unit to the north around Winthorpe and is further from the Conservation Area designation.</p> <p>There is the loss of the mature woodland belt around field for both options.</p> <p>Landscape value reduces from medium to low</p>		
<p>Existing contribution to Open Break = Medium</p>	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	<p>Reviewed contribution to Open Break with both road options remains Medium but if infill development were to take place to the south between Friendly Farmer Roundabout and northern edge of A46 this would reduce to Low.</p>		
	High	Medium	Medium	High	Low	Medium to low	High	Low	Medium to low			

Unit 11	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation		
<p>11.Land to the south west of Winthorpe adjacent to the A1</p>	<p>No change to 2019 baseline.</p> <p><i>“The area provides a break of 403 m between Winthorpe and the northern edge of Newark (A46/A17)”.</i></p> <p>The review in 2019 concluded: <i>“This unit contributes to the physical separation between Winthorpe and Newark. The perception of separation is reduced by a strong vegetated surround. This unit is of high landscape value as part is within the Conservation Area.”</i></p>			<p>The area provides a break of 194 m between Winthorpe and the northern edge of Newark (A46/A17) but the unit is severed by the new road. Effectively a road transport corridor separates the two settlements in this scenario.</p>			<p>The area provides a break of 182 m between Winthorpe and the northern edge of Newark (A46/A17) but the unit is severed by the new road. Effectively a road transport corridor separates the two settlements in this scenario.</p>			<p>Both options reduce the amount of agricultural land separating the two settlements. Road infrastructure dominates the Open Break.</p> <p>The Landscape value reduces to medium as road options truncates an area of high value, being within Winthorpe Conservation Area.</p>		
<p>Existing contribution to Open Break = High</p>	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	<p>Reviewed contribution to Open Break with both road options is Medium. (Should there be future infill development around Friendly Farmer Roundabout and northern edge of A46 would reduce this to Low.)</p>		
	High	Medium	High	High	Medium	Medium	High	Medium	Medium			

Unit 12	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
12. North of bridge House	No change to 2019 baseline.			The area provides a break of approx. 194 m between Winthorpe and the northern edge of Newark (A46)			The area provides a break of approx. 182 m between Winthorpe and the northern edge of Newark (A46)			Contribution to Open Break with both road options remains High.
	<i>The area provides a break of 410 m between Winthorpe and the northern residential edge of Newark (A46).</i>			No development within this area. No change to original assessment.			No development within this area. No change to original assessment.			
	The review in 2019 concluded: <i>“This unit contributes to the physical separation between Winthorpe and Newark. The open area contributes to the perception of separation. This unit is of medium landscape value”</i>									
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options is High.
	High	High	Medium	High	High	Medium	High	High	Medium	

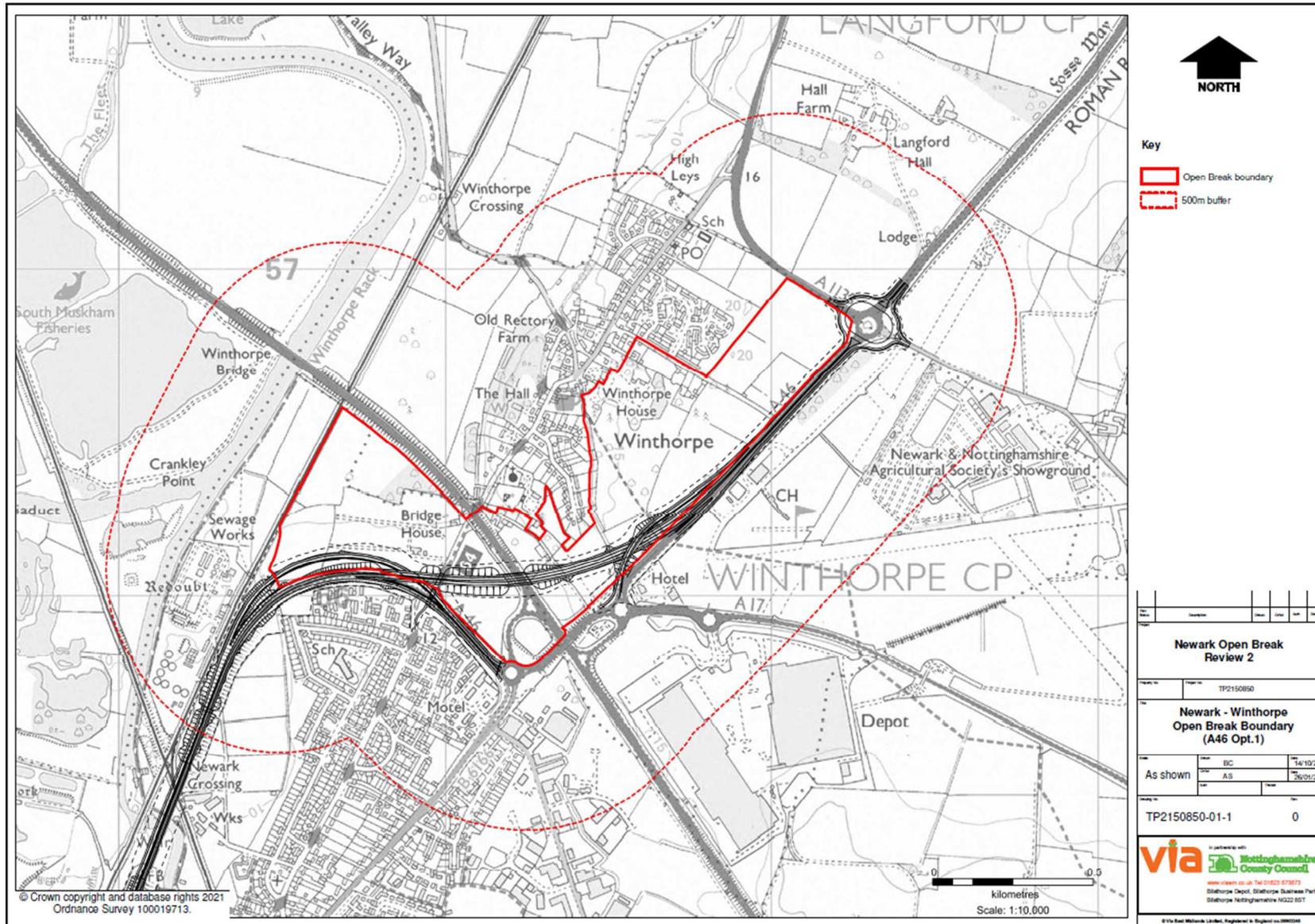
Unit 13	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
13.Area to the west of Bridge House	No change to 2019 baseline. 241 m between Winthorpe and Newark at the widest point.			New road infrastructure contained within Open Break. Reduces physical break to 187 m along the alignment of Winthorpe Road			No earth works within land to the south of the existing A46, so tree belt retained around housing in the north of Newark. New road infrastructure contained within Open Break. Reduces physical break to 187 m along the alignment of Winthorpe Road.			Road now closer to Winthorpe and whereas visually intrusive elements can be screened (eventually) noise may be a contributory factor related to perception. Road noise already apparent at the northern end of Winthorpe.
	The review in 2019 concluded: <i>“This unit contributes to the physical separation between Winthorpe and Newark. The seasonal storage of caravans reduces its perception of open area. The majority of the area is agricultural land of medium landscape value.”</i>			Series of underpasses – rural character Winthorpe Road compromised – impact on landscape value reduced to medium to low.			Series of underpasses – rural lane compromised – impact on landscape value reduced to low.			
				An Options report identified a traveller site within this unit. This site is contained by a tree belt along its western boundary. It’s retention within the landscape helps to screen the caravans and although it reduces the perception of openness, the development is within a localised area and would not be enough to compromise Unit 13 . Along with the A46 works the perceptual separation is reduced to medium.			An Options report identified a traveller site within this unit. This site is contained by a tree belt along its western boundary. It’s retention within the landscape helps to screen the caravans and although it reduces the perception of openness, the development is within a localised area and would not be enough to compromise Unit 13 . Along with the A46 works the perceptual separation is reduced to medium.			
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options <u>Medium</u>
	High	High	Medium	Medium	Medium	Medium low	Medium	Medium	Medium low	

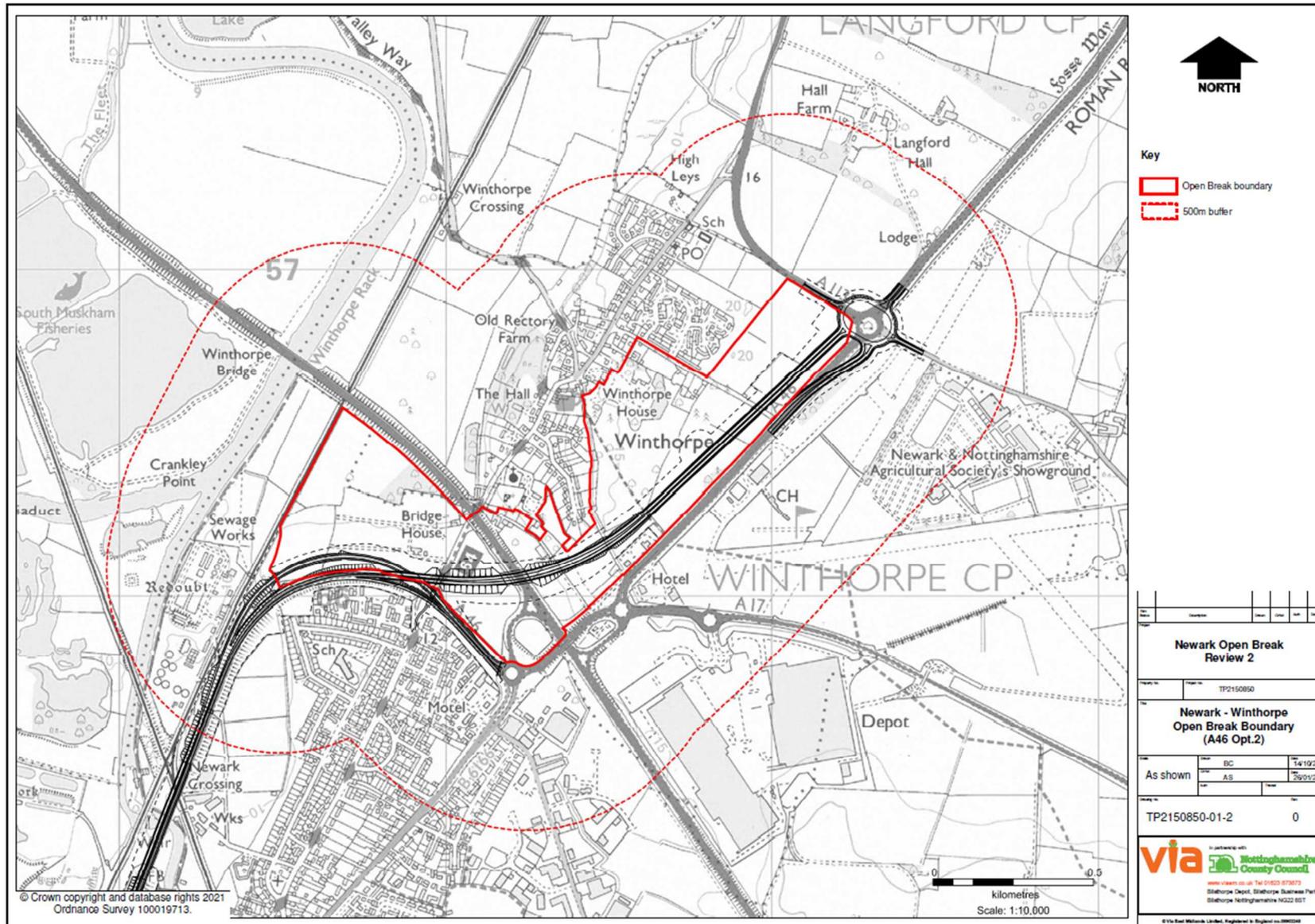
Unit 14	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
14.Land north of Newark residential area	No change to 2019 baseline. <i>241 m between Winthorpe and Newark at the widest point.</i>			The Open Break designation (current land use is a large arable field) is severed by the proposed A46 road on embankment rising to cross the A1.			As Option 1			Dependant on land use change resulting from road development the proposed road is closer to Winthorpe and whereas visually intrusive elements can be screened over time, noise may be a contributory factor related to perception. (Some road noise from the A1 and A46 is already apparent at the northern end of Winthorpe).
	The review in 2019 concluded: <i>“This unit contributes to the physical separation between Winthorpe and Newark. The open area contributes to the perception of separation. This is an area of agricultural land of medium landscape value”</i>			Changes will include lighting, which will extend along road corridors into previously undeveloped area, and tree removal along the existing A46 around the Winthorpe Road junction. Trees to southern side of A46 – northern edge of Newark along Halliwell Close are retained.						
Existing contribution to Open Break = High	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options - <u>Medium</u>
	High	High	Medium	Medium	Medium	Medium	Medium	Medium	Medium	

Unit 15	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
15.A1/A46 junction	No change to 2019 baseline.			No proposed road structure in this unit for either options though embankments/bridge visible from periphery of this unit.			No proposed road structure in this unit for either options though embankments/bridge visible from periphery of this unit.			Further road infrastructure to the north of this unit creates small parcels of land surrounded by road embankments like this unit itself. Winthorpe and edge of Newark separated by road corridors rather than built development.
	<i>This area provides an open break (157m) between the residential edge of Newark and the village of Winthorpe.</i>			The unit maintains an Open Break of 157 m .			The unit maintains an Open Break of 157 m .			
	The review in 2019 concluded:									
	<i>“This unit contributes to the physical and perceptual separation between Winthorpe and Newark, but this is reduced by its location within a busy road junction. This is an area of junction infrastructure of medium landscape value.”</i>									
Existing contribution to Open Break = Medium	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options remains Medium
	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	

Unit 16	Baseline (checked from 2019)			A46 Newark Bypass Option 1			A46 Newark Bypass Option 2			Conclusion /Contribution of unit to overall Open Break designation
16.A1	No change to 2019 baseline			Over bridge across A1 and adjacent embankments. Increase of built/engineered structures in landscape including lighting and traffic. Less open space more road infrastructure.			As Option 1 but greater land take.			New tree planting would increase level of perceptual separation but not enough to compensate for new built features
	The review in 2019 concluded:									
	<i>“Road infrastructure reduces the perceptual and actual physical effect of separation. The landscape value of the unit is increased by roadside landscape treatment.”</i>									
Existing contribution to Open Break = Low	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Phy sep	Per sep	Lan Val	Reviewed contribution to Open Break with both road options remains Low
	Medium	Medium	Low	Medium	Medium	Low	Medium	Medium	Low	

Appendix B

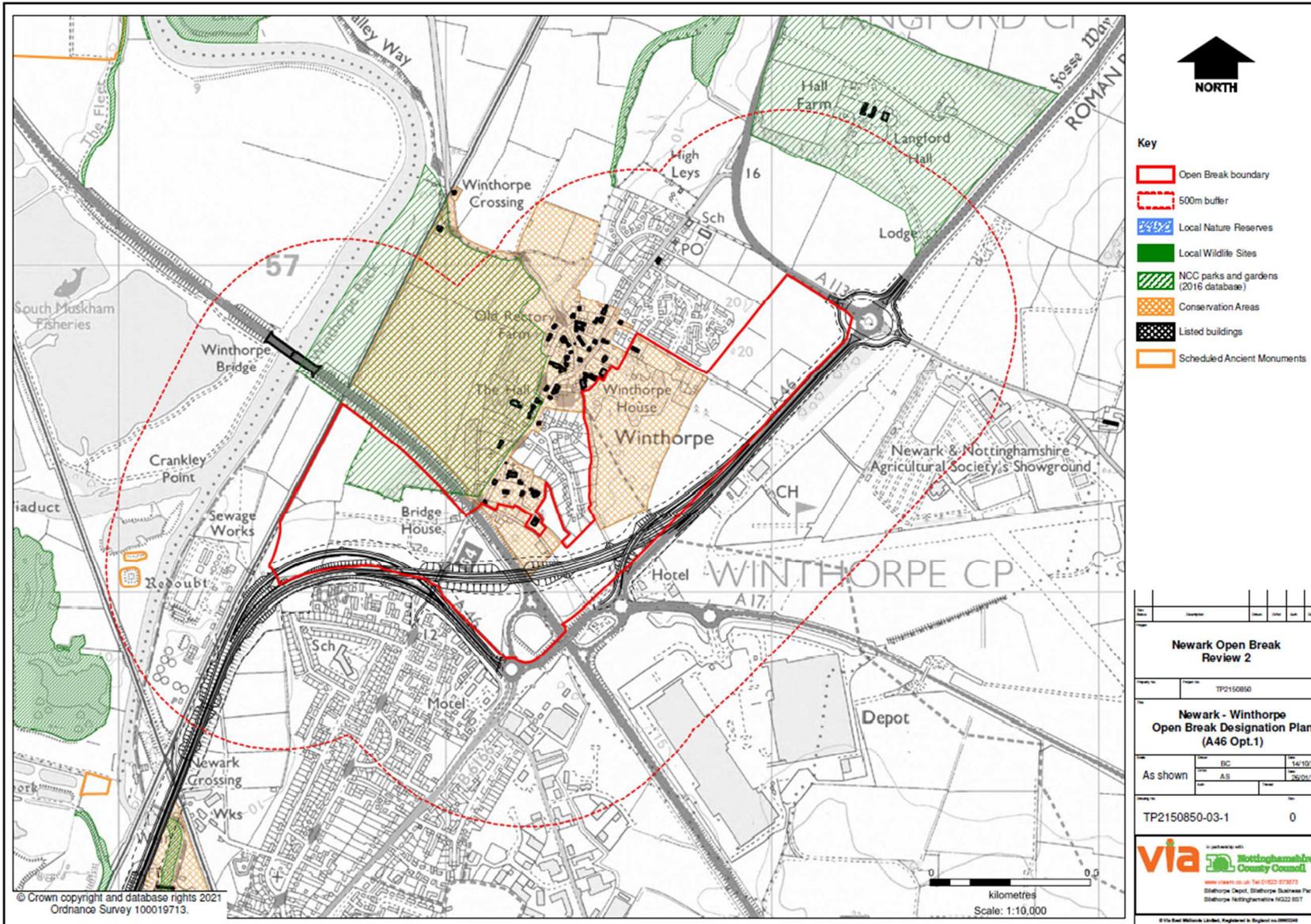


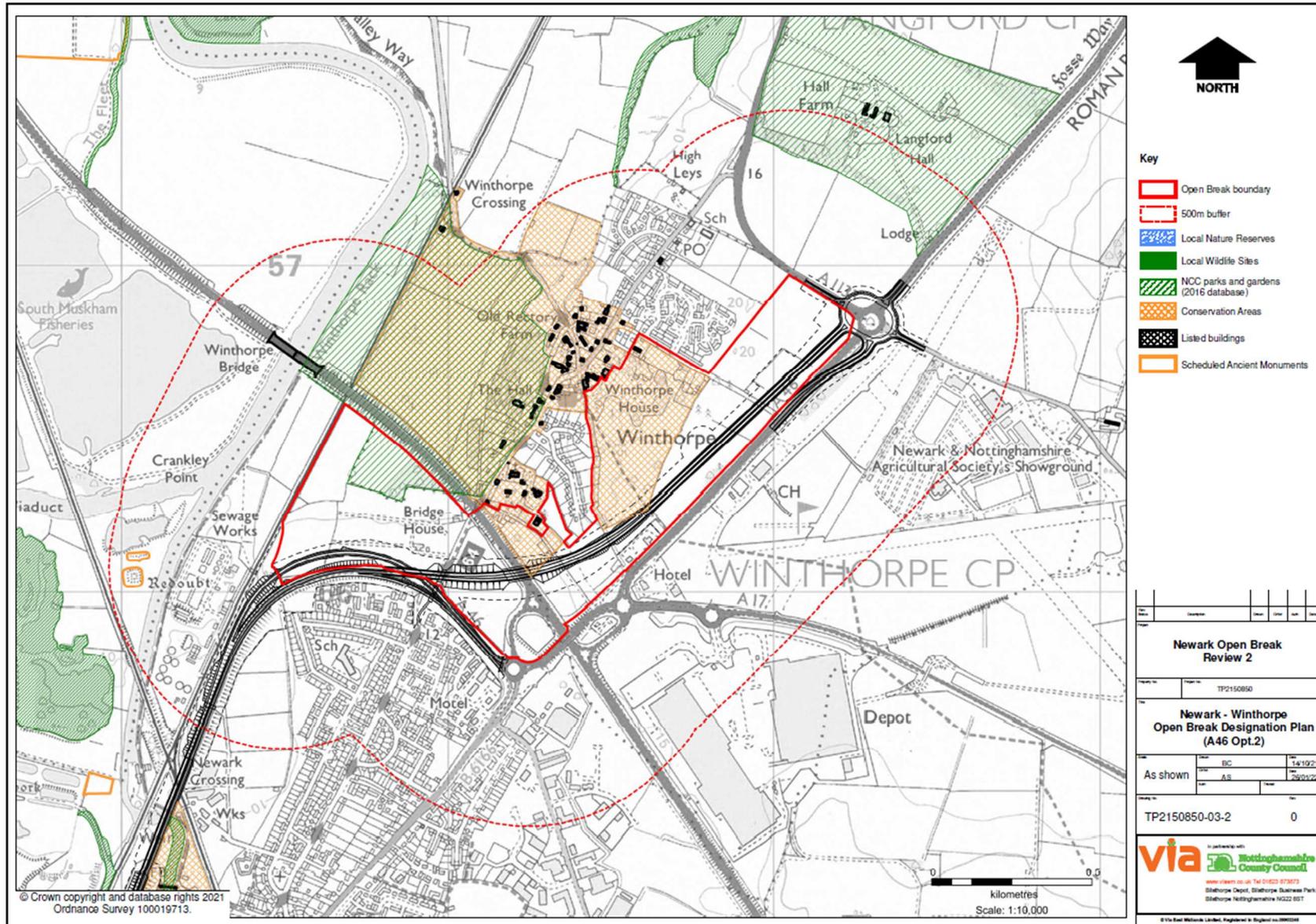


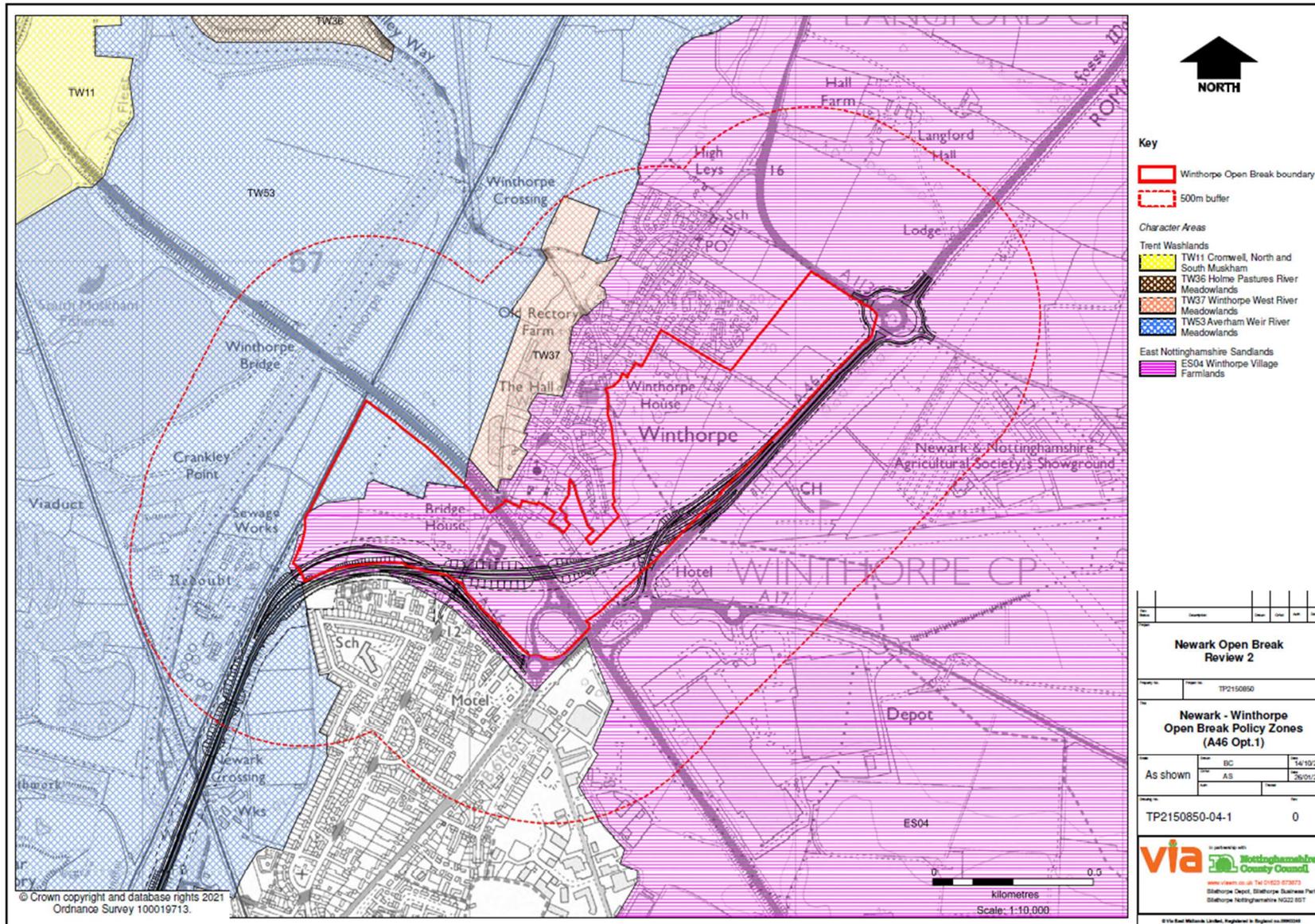
Newark Open Break Review 2			
Project No.	TP2150850		
Newark - Winthorpe Open Break Boundary (A46 Opt.2)			
As shown	BC	14/10/21	
	AS	29/01/22	
Project No.	TP2150850-01-2		
Version	0		
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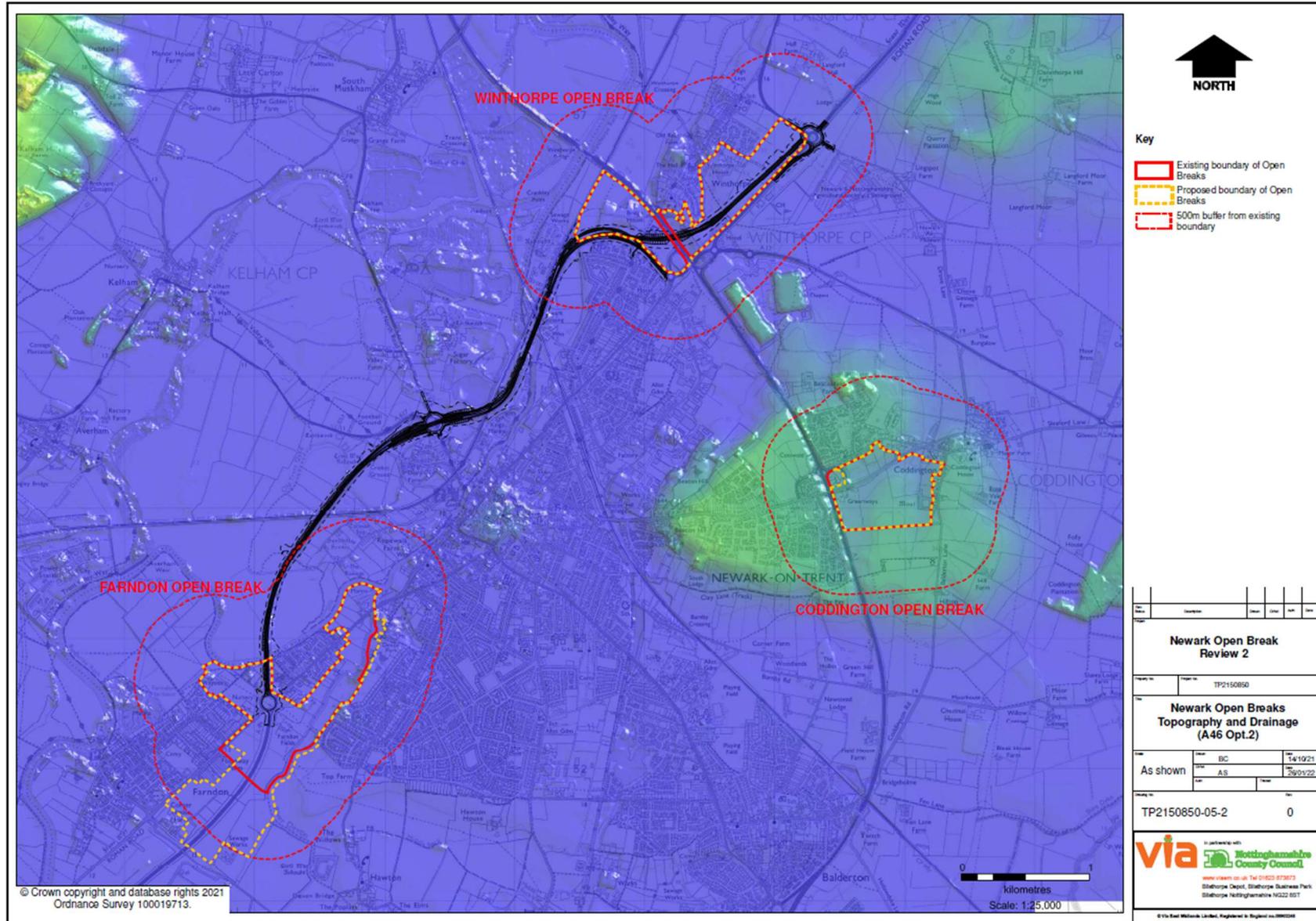


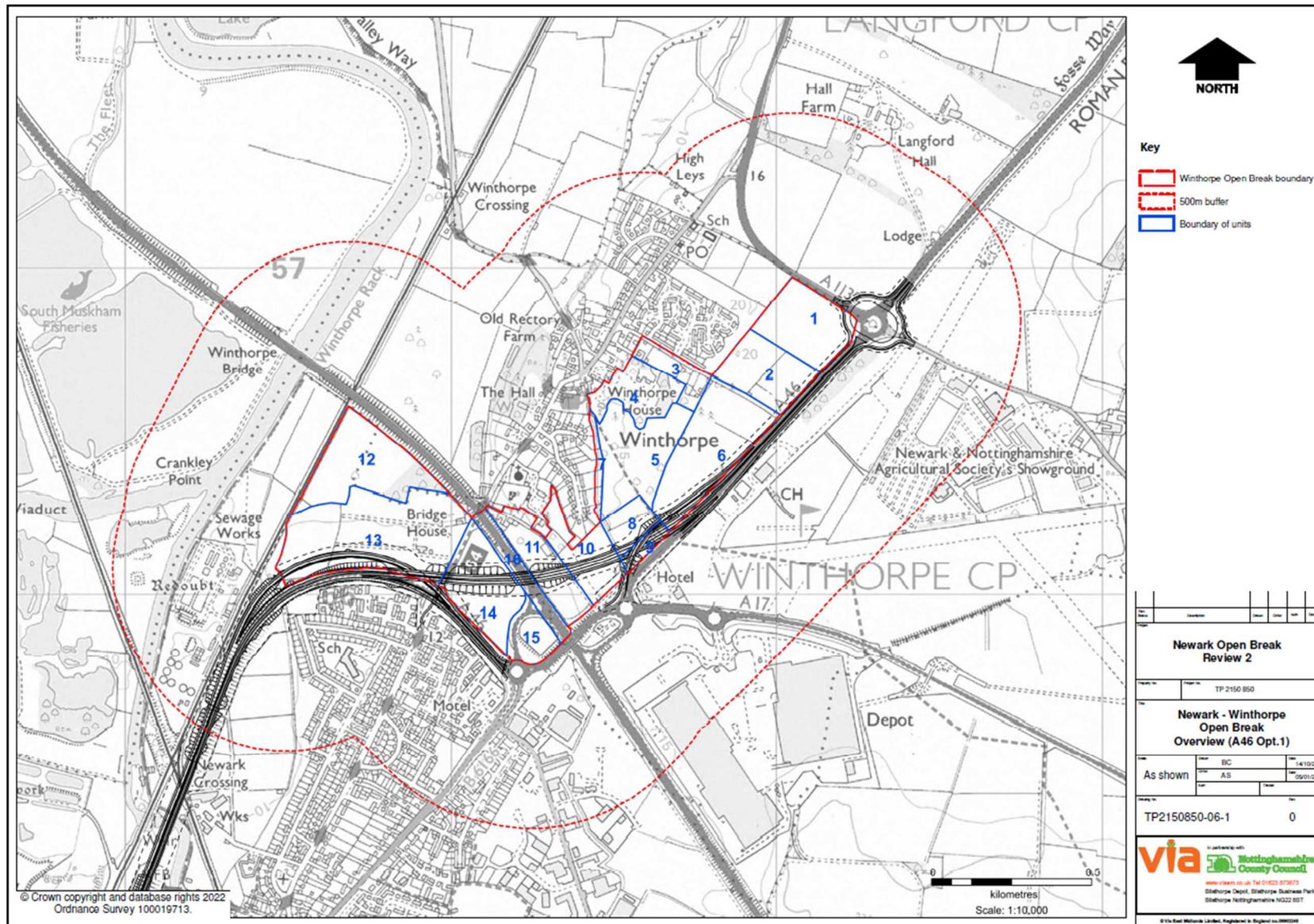


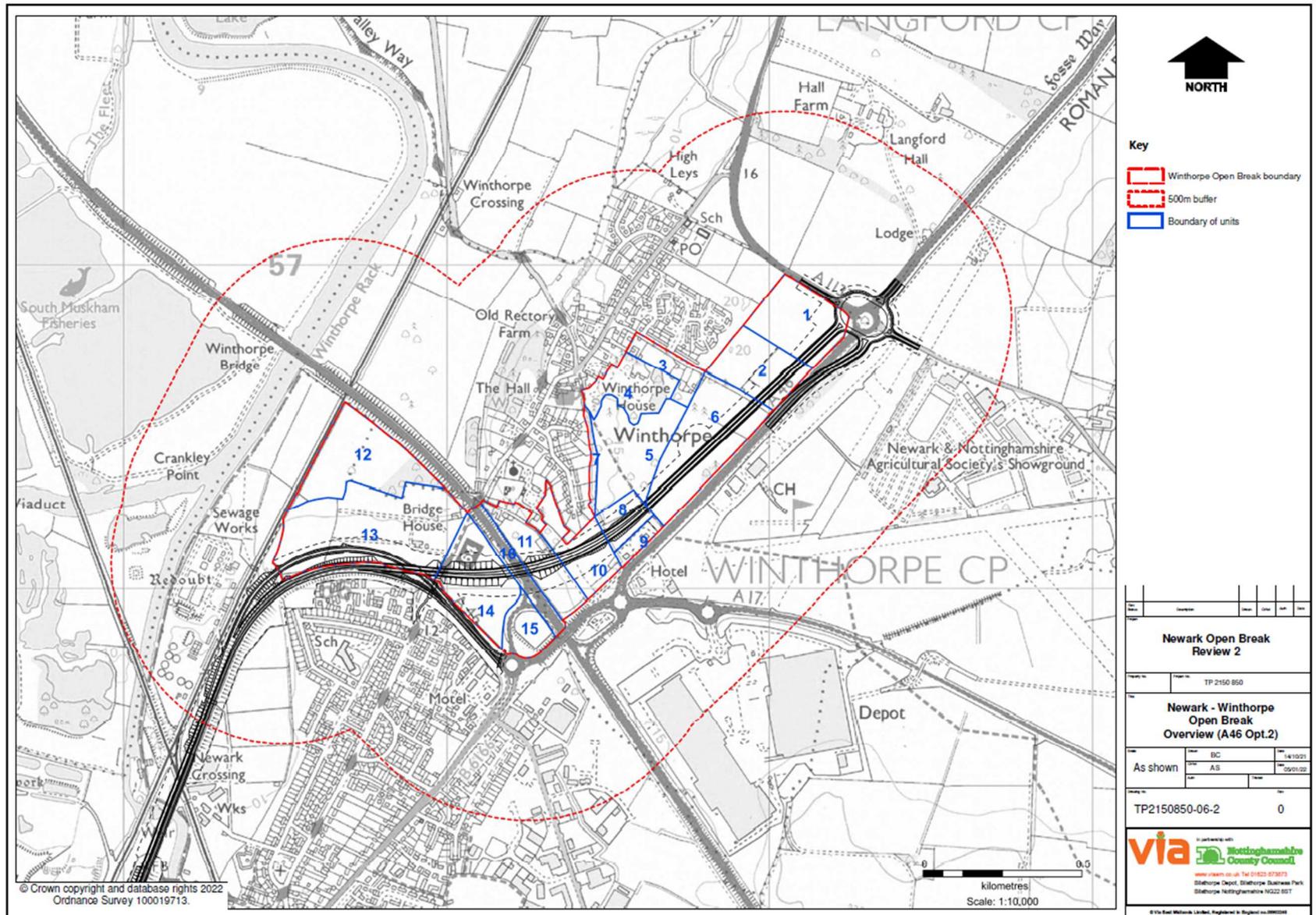


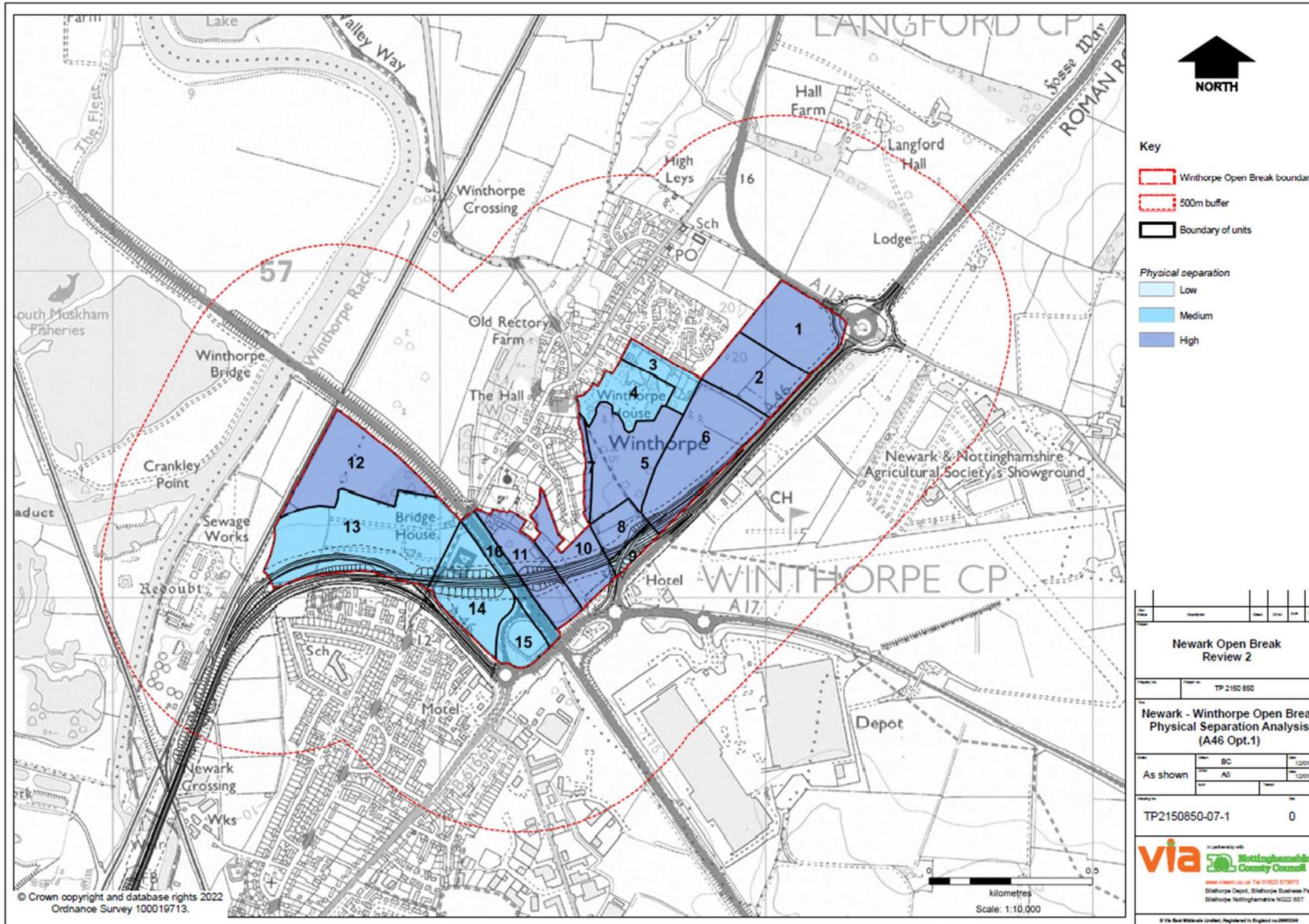


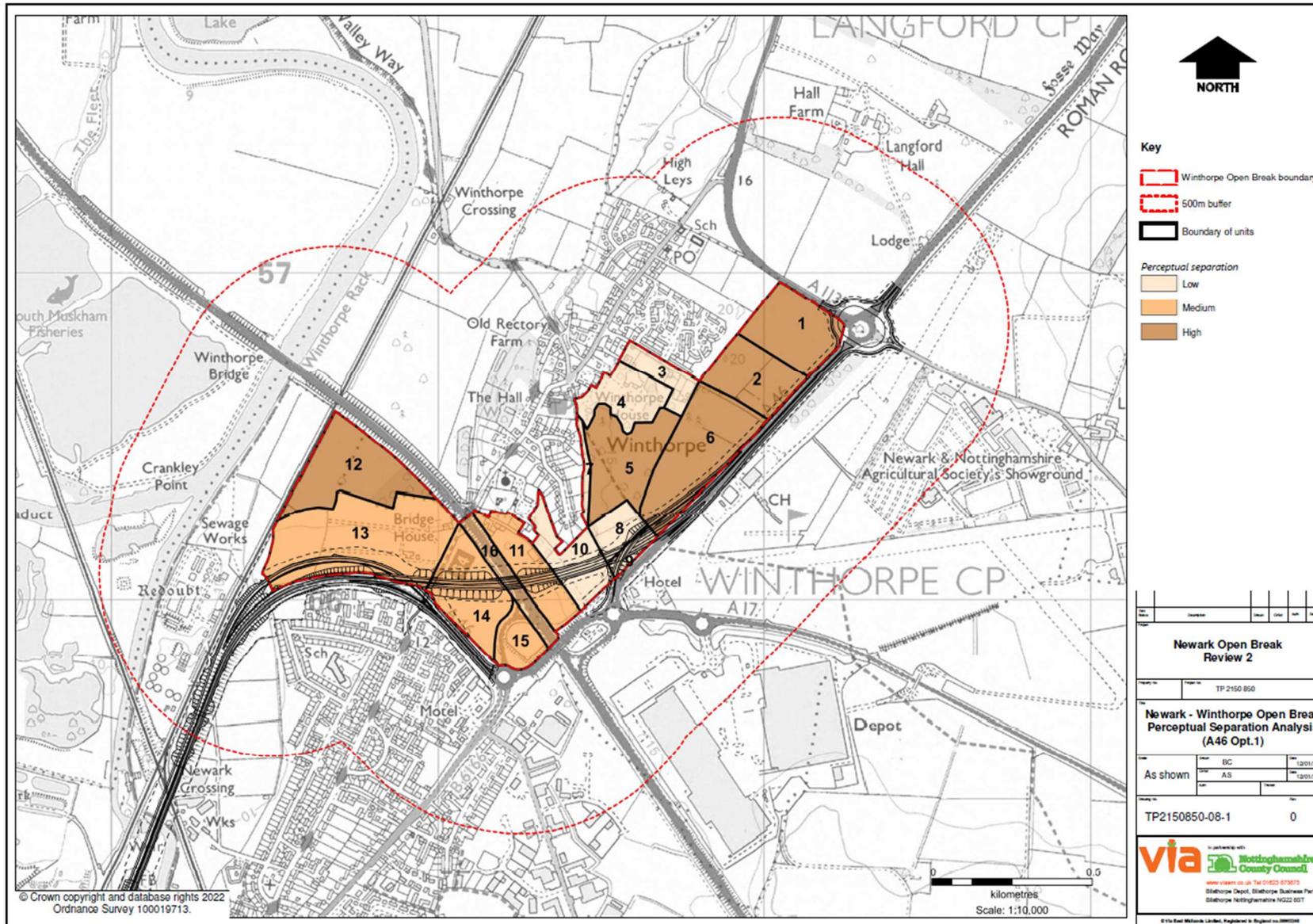


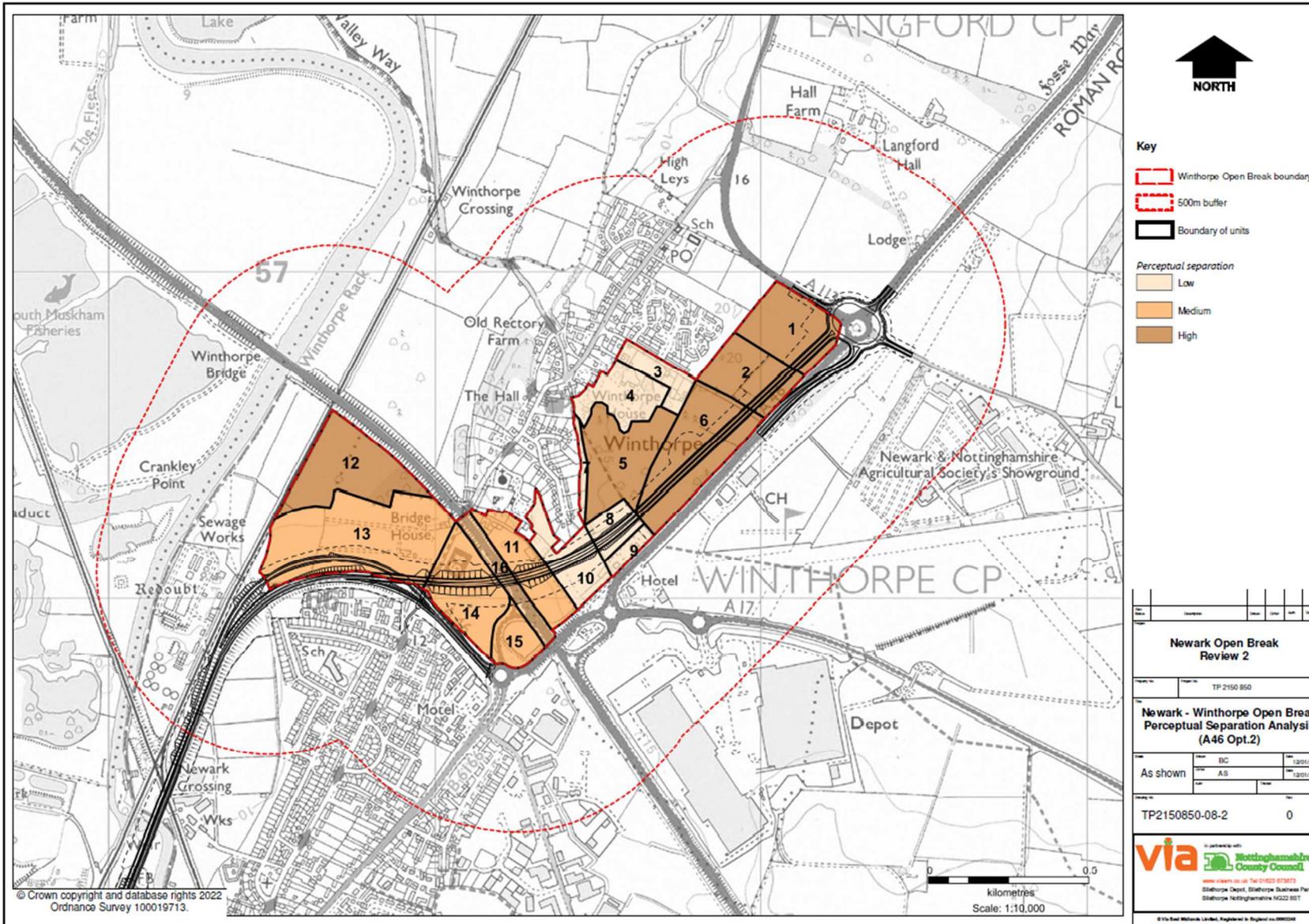


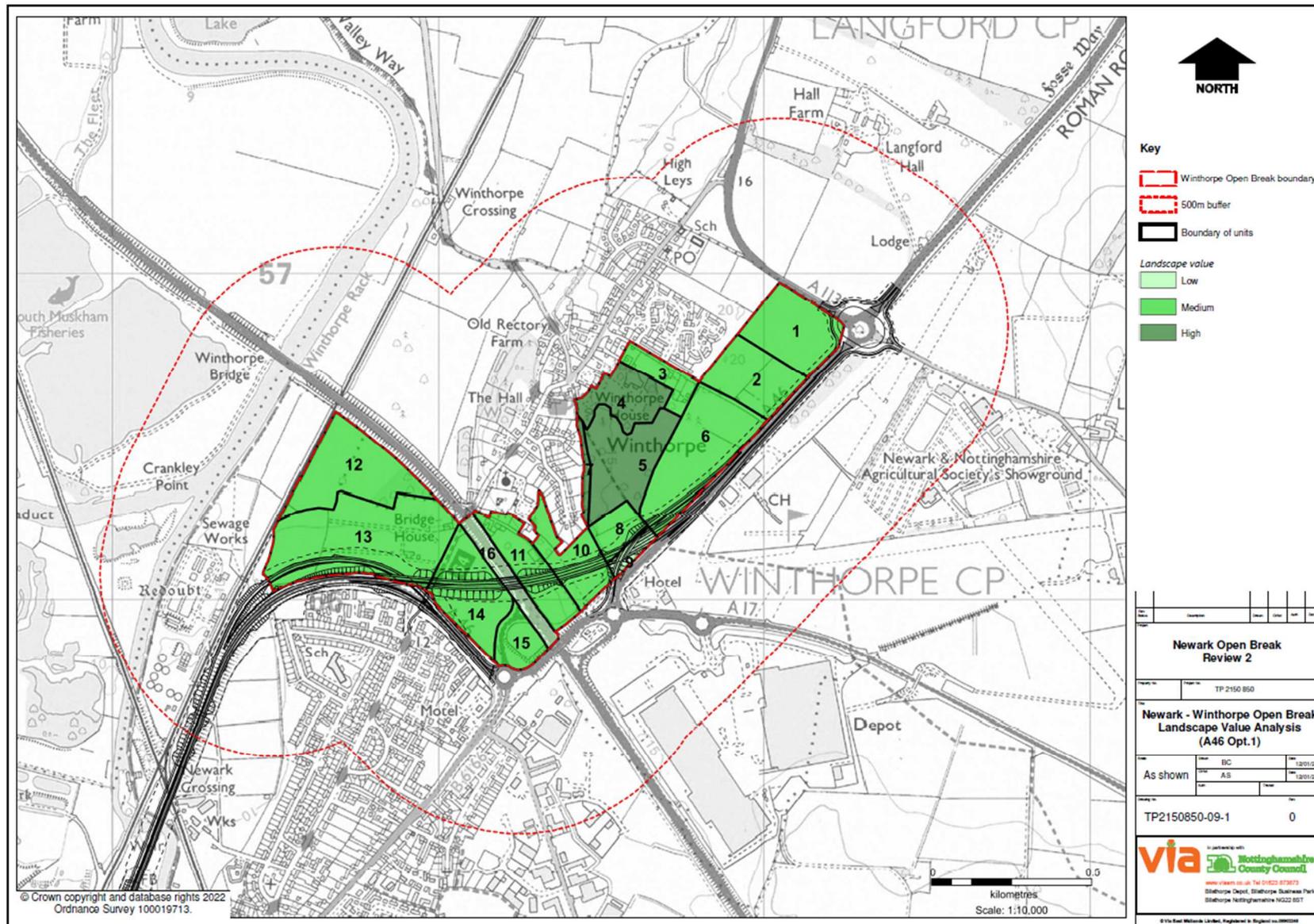


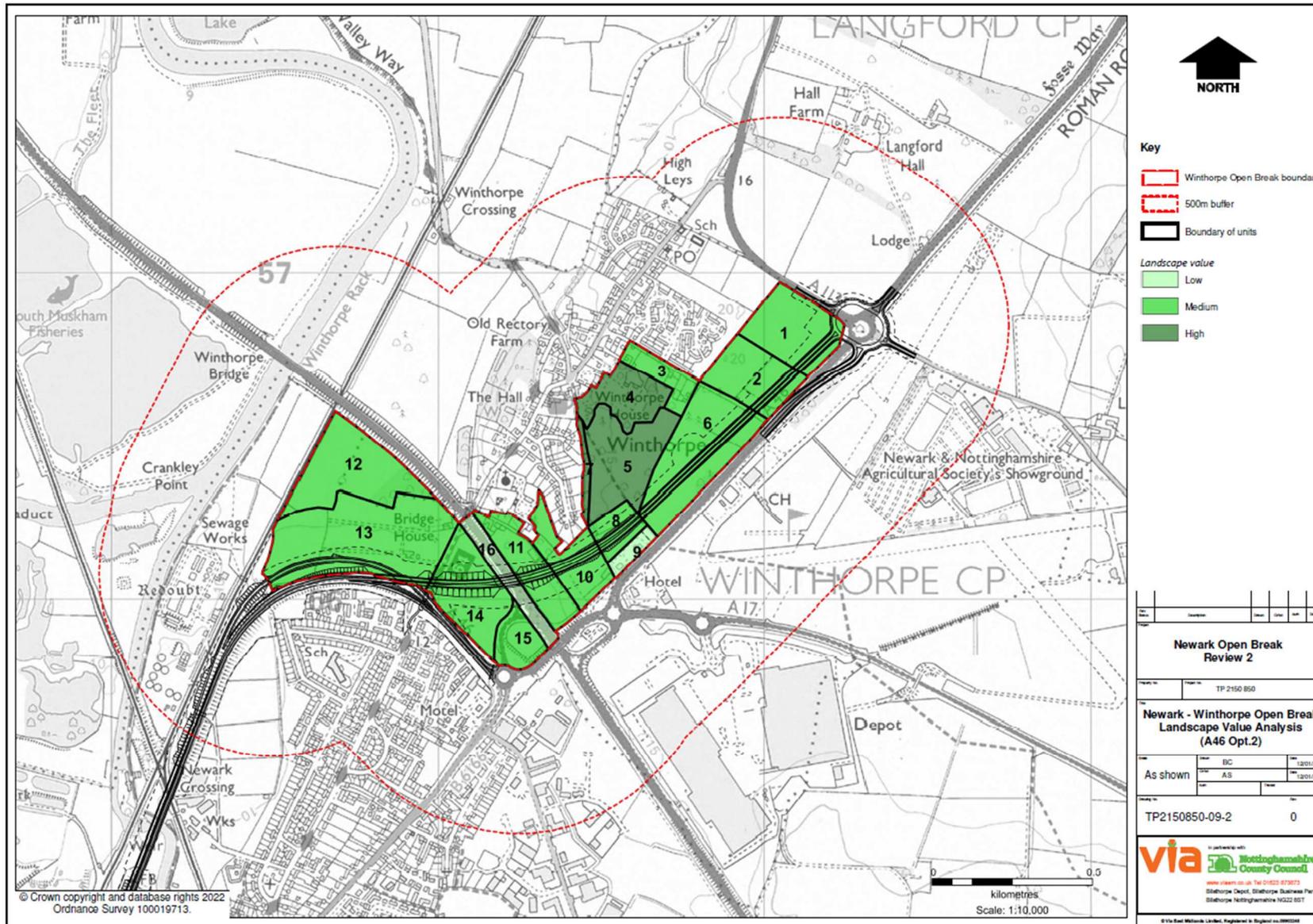


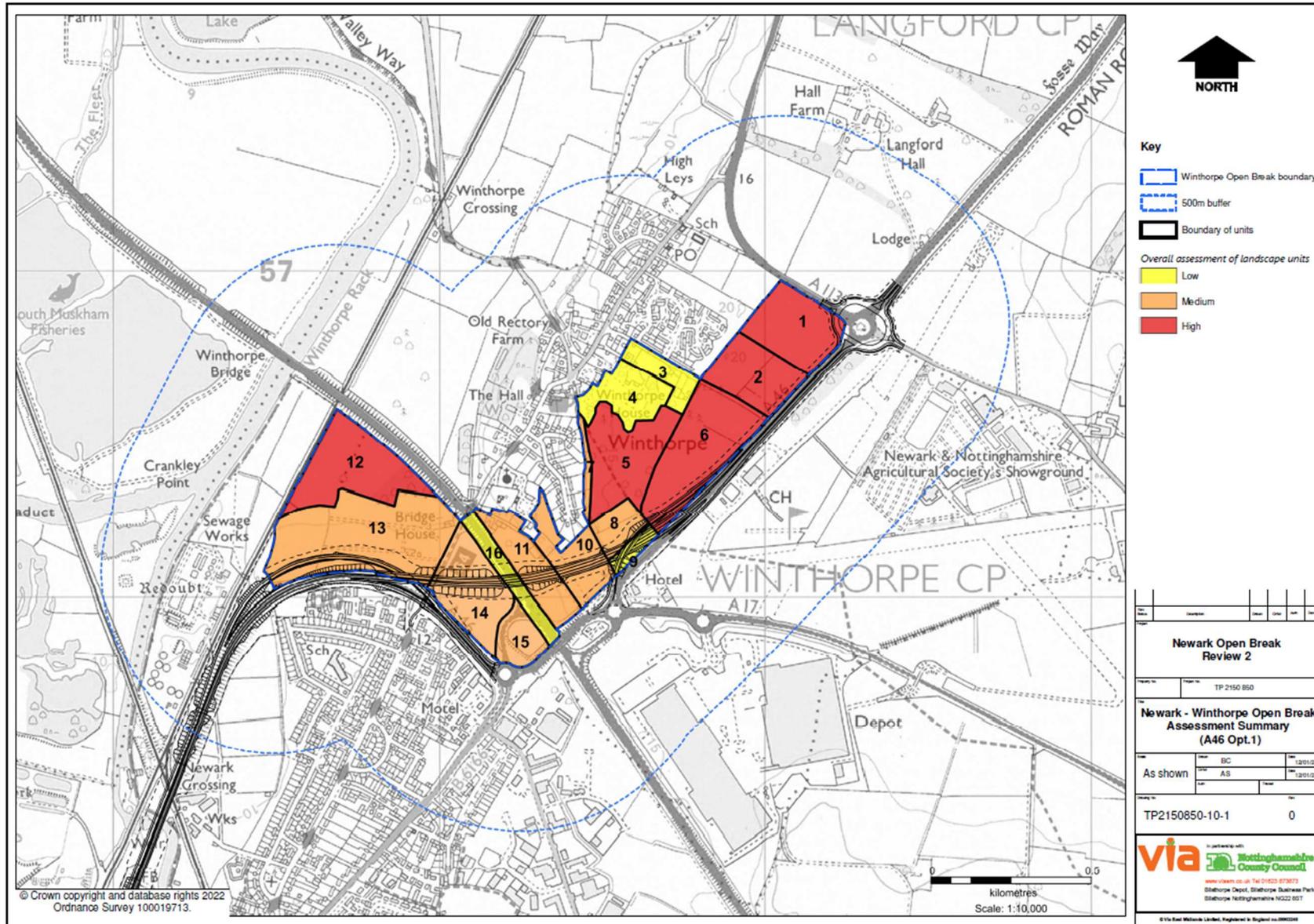


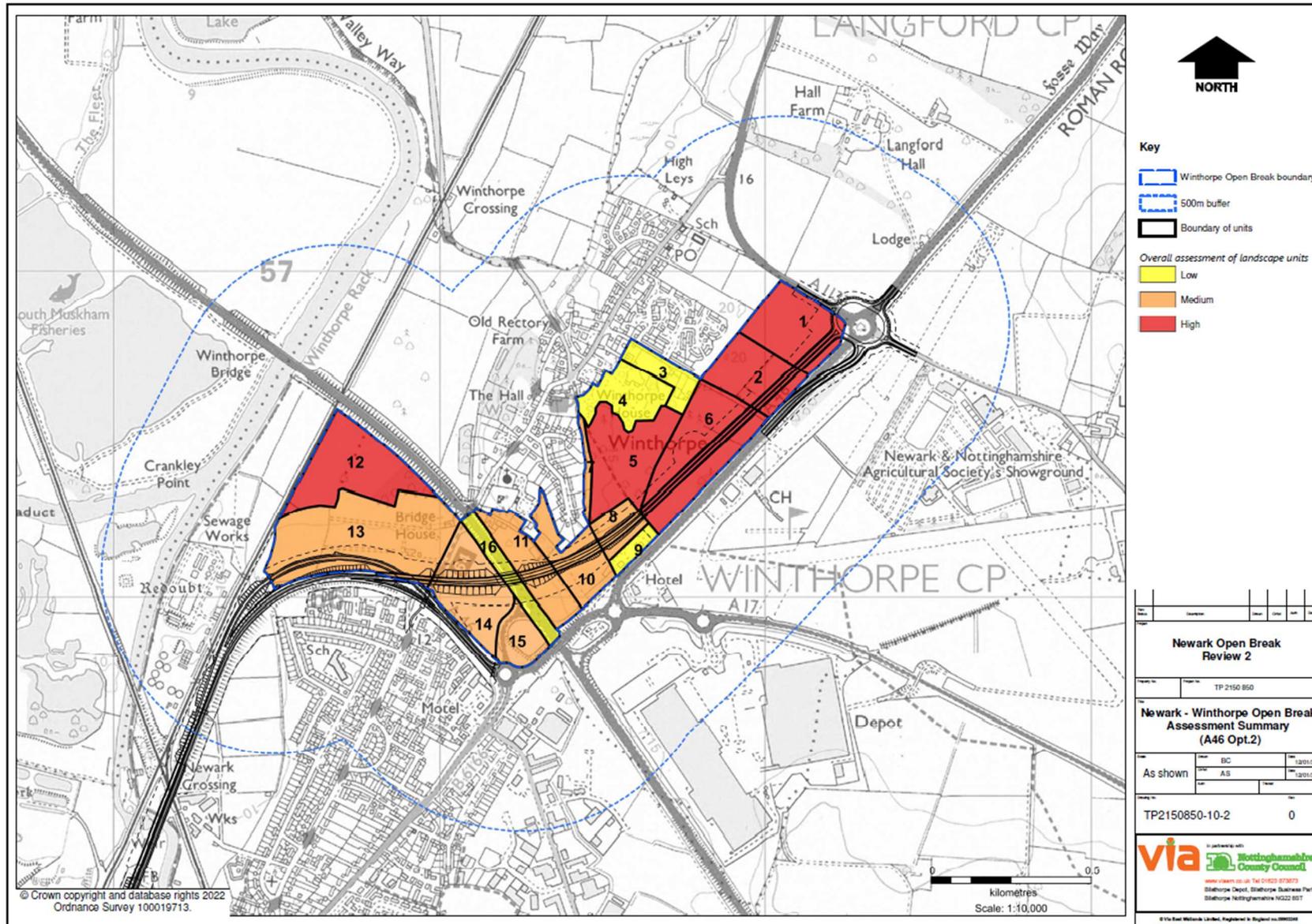




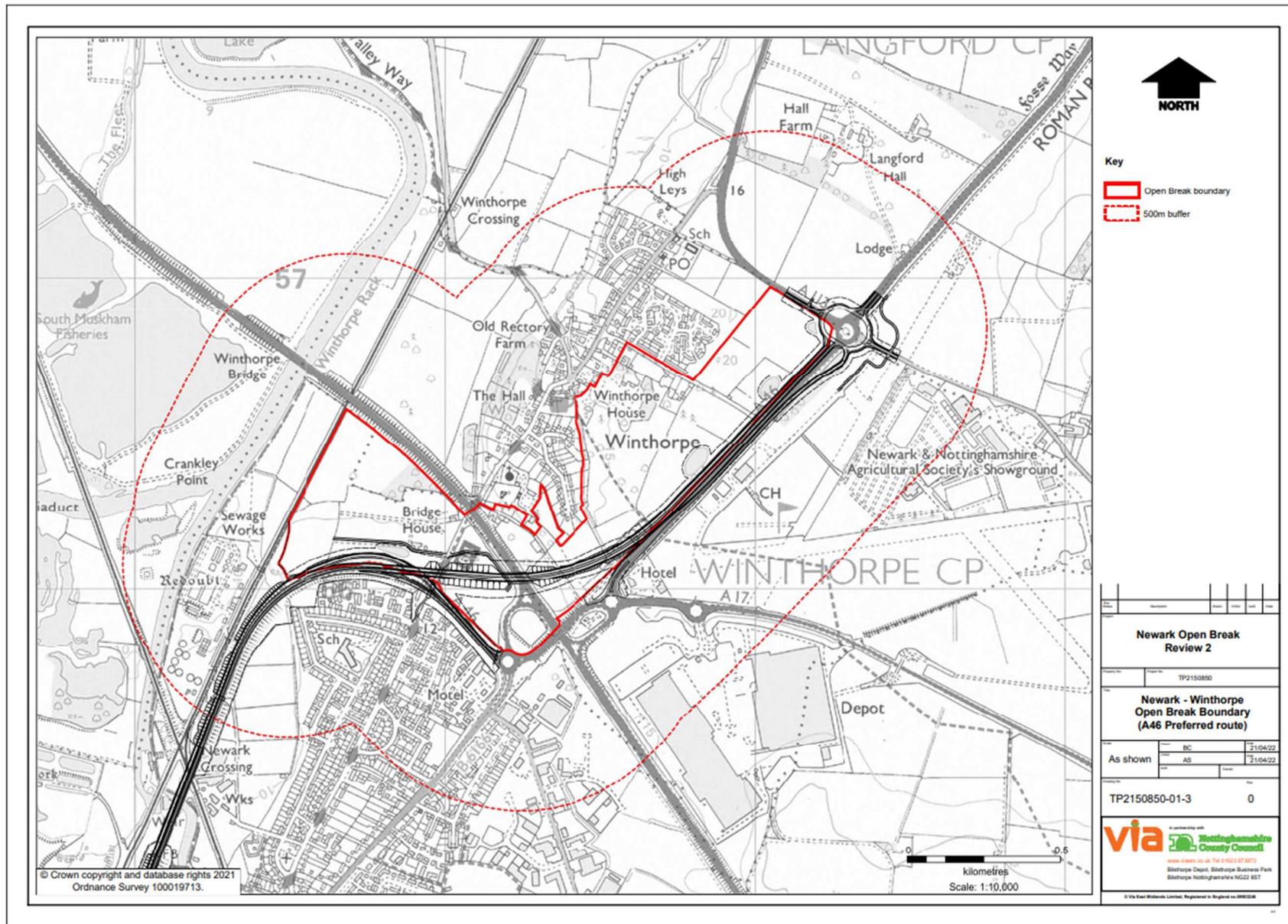


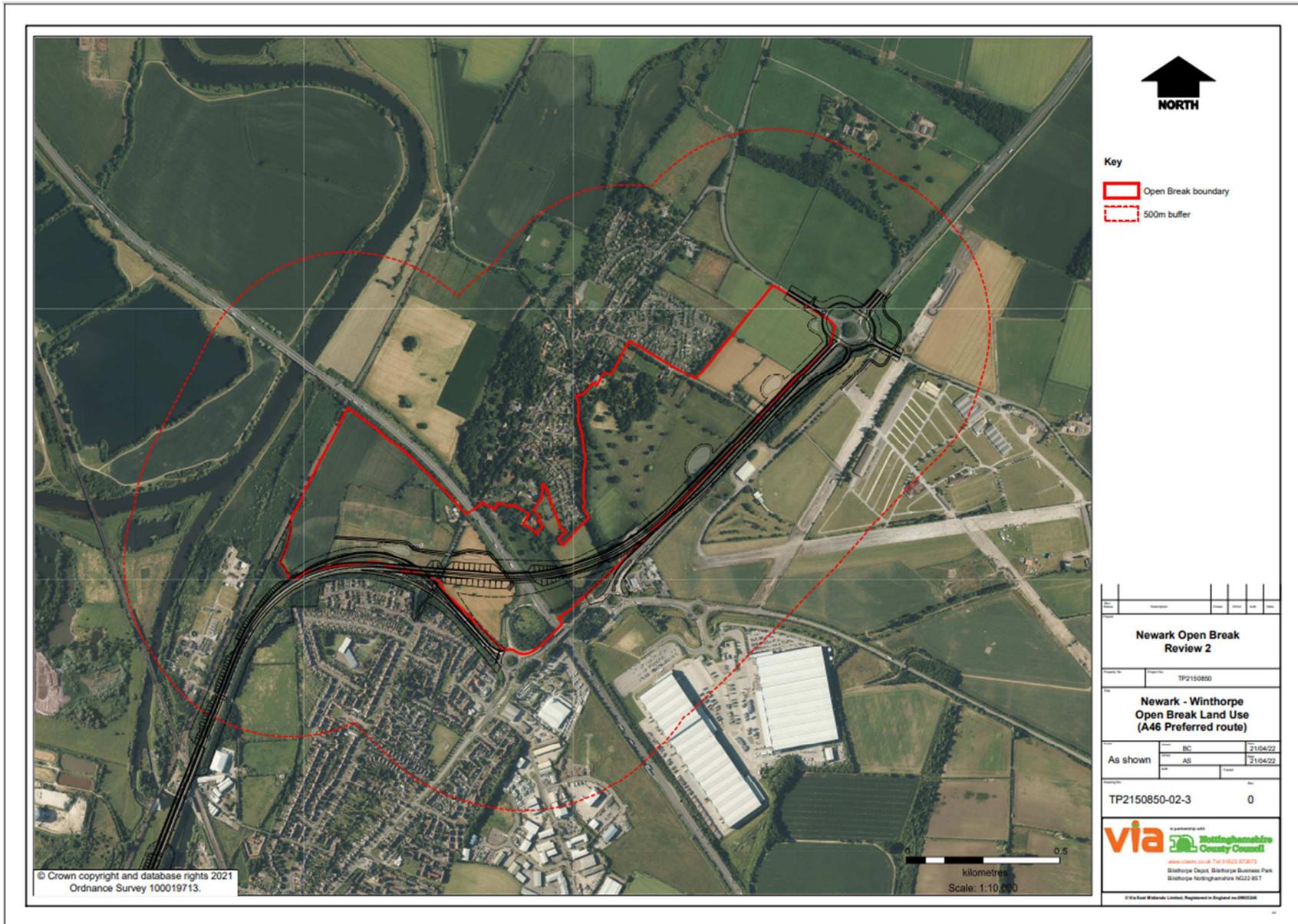


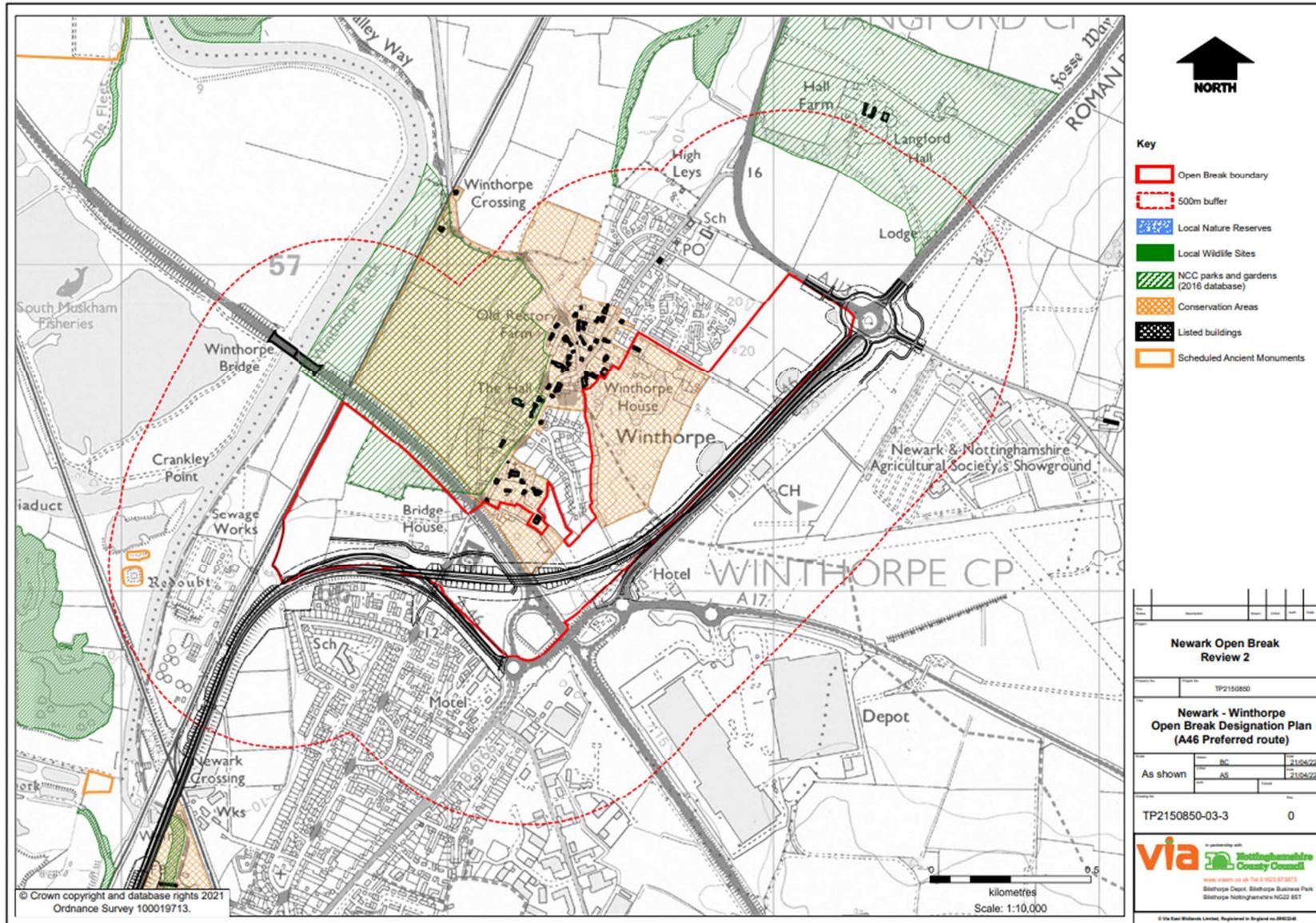


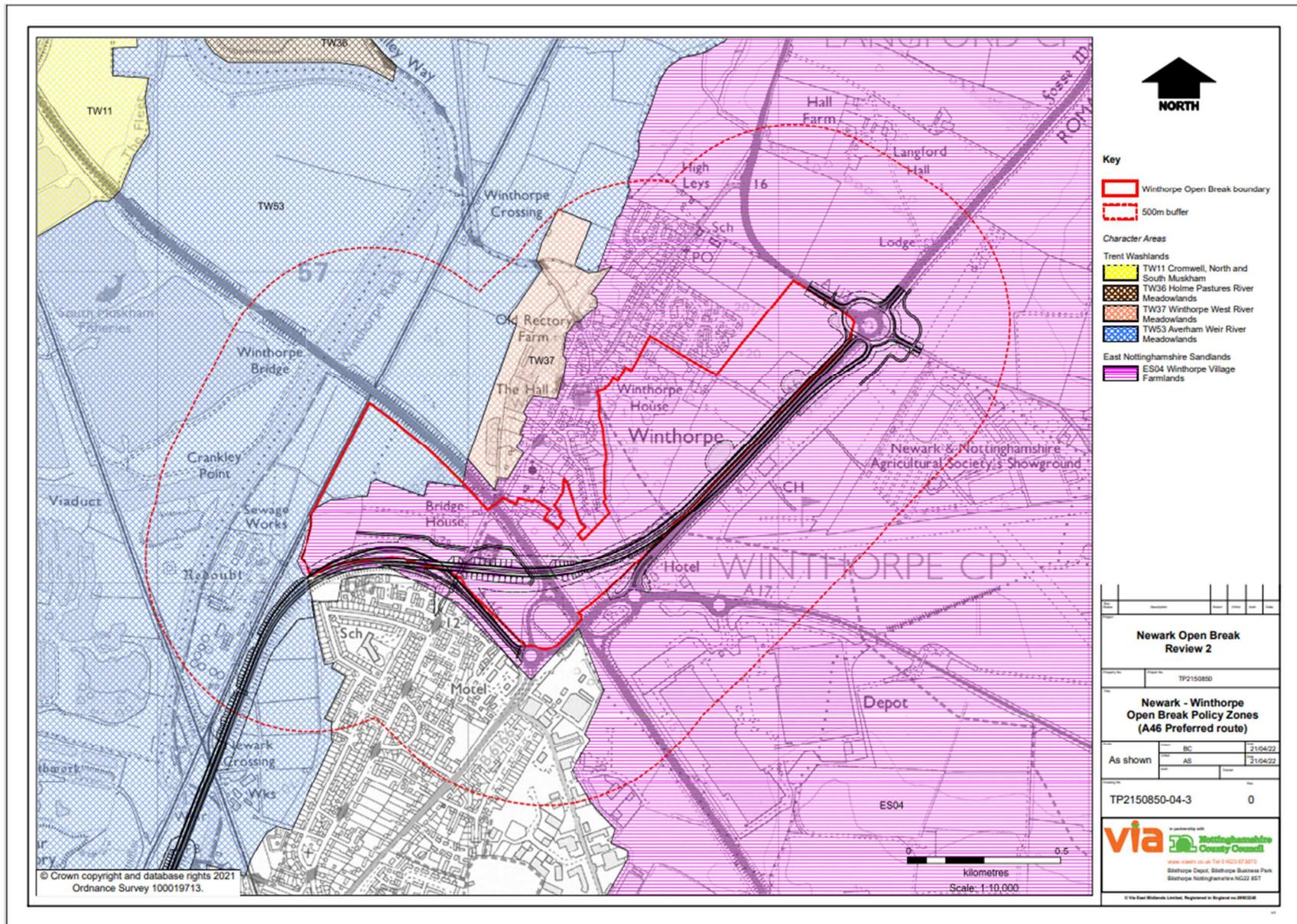


Appendix C









Key

- Winthorpe Open Break boundary
- 500m buffer

Character Areas

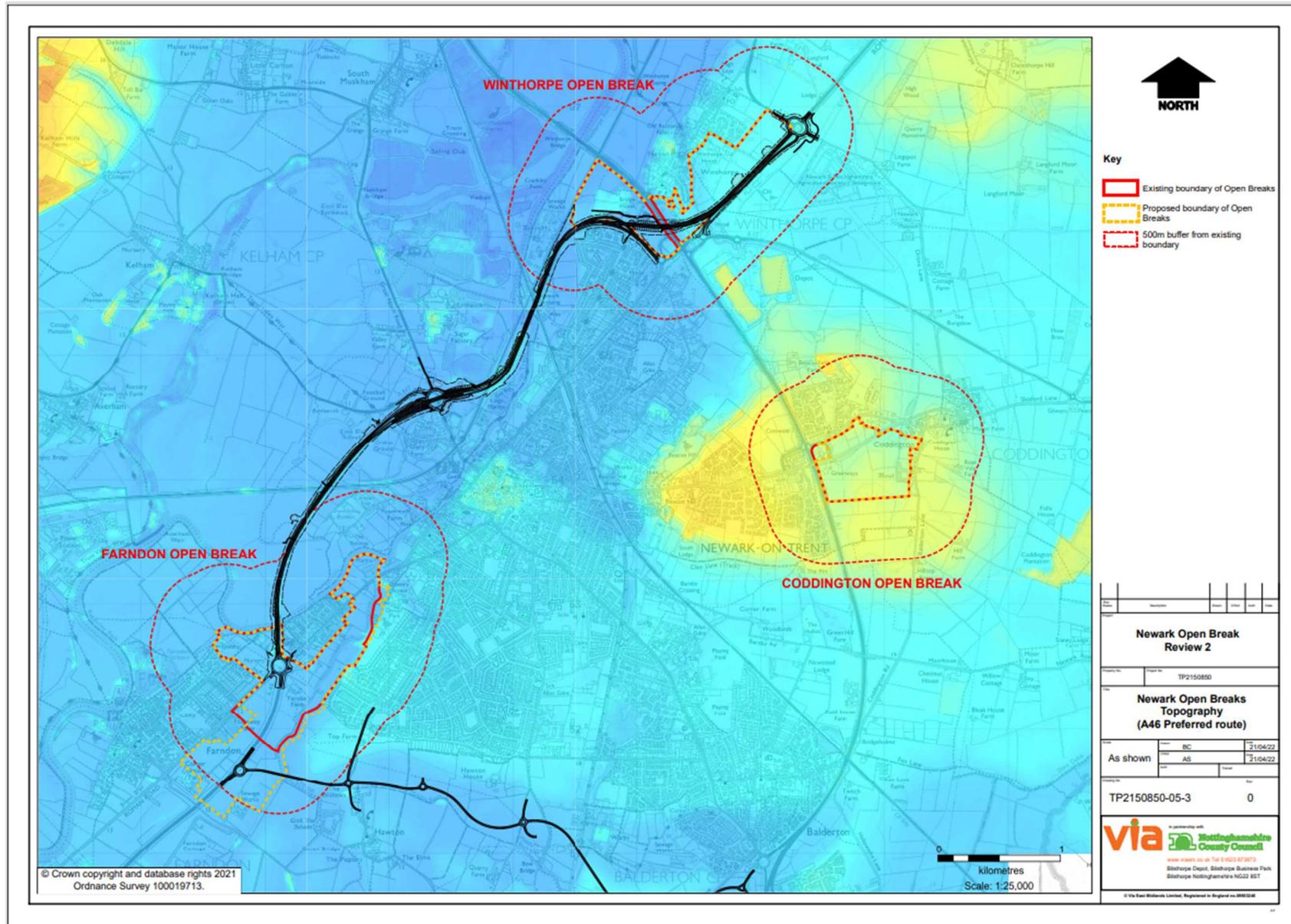
Trent Washlands

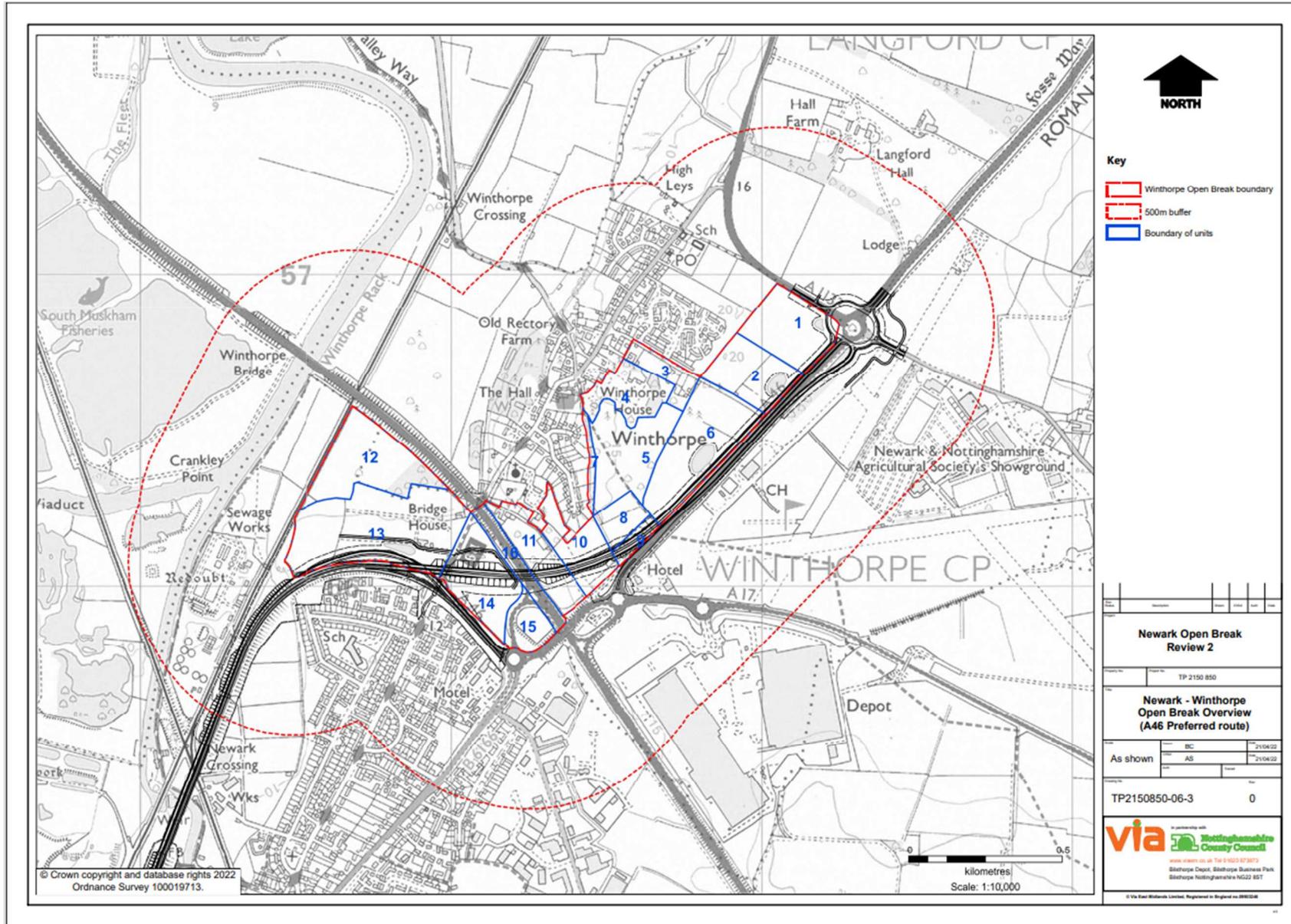
- TW11 Cromwell, North and South Muskham
- TW36 Holme Pastures River Meadowslands
- TW37 Winthorpe West River Meadowslands
- TW53 Averham Weir River Meadowslands

East Nottinghamshire Sandlands

- ES04 Winthorpe Village Farmlands

Newark Open Break Review 2			
Project No.	TP2150850		
Newark - Winthorpe Open Break Policy Zones (A46 Preferred routes)			
As shown	BC	21/04/22	
	AS	21/04/22	
TP2150850-04-3			0
 in partnership with www.via.notts.gov.uk Tel: 01522 873073 10th Floor, Decca, 10th Floor, Decca, 10th Floor, Decca, 10th Floor, Decca 10th Floor, Decca, 10th Floor, Decca, 10th Floor, Decca, 10th Floor, Decca			





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Newark Open Break Review 2			
TP 2150 850			
Newark - Winthorpe Open Break Overview (A46 Preferred route)			
As shown	BC	21/04/22	
	AS	21/04/22	
TP2150850-06-3			0
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