

## A303 Sparkford to Ilchester Dualling Scheme TR010036

### 8.11 Draft Statement of Common Ground with the Church Commissioners for England

APFP Regulation 5(2)(q)  
Planning Act 2008  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009  
April 2018



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

## **A303 Sparkford to Ilchester Dualling Scheme**

Development Consent Order 201[X]

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### **STATEMENT OF COMMON GROUND**

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010036
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<b>Author:</b>	A303 Sparkford to Ilchester Dualling Scheme Project Team, Highways England

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Rev A	January 2019	Draft for Deadline 2

**STATEMENT OF COMMON GROUND**

**This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) The Church Commissioners for England**

**Signed.....**  
**[NAME]**  
**[ROLE]**  
**on behalf of Highways England**  
**Date: [DATE]**

**Signed.....**  
**[NAME]**  
**[ROLE]**  
**on behalf of the Church Commissioners**  
**for England**  
**Date: [DATE]**

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## **1. Introduction**

### **1.1 Purpose of this document**

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A303 Sparkford to Ilchester Dualling ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and / or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

### **1.2 Parties to this Statement of Common Ground**

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) the Church Commissioners for England.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 The Church Commissioners for England are a registered Charity with land holdings across the country. The Commissioners' Yeovil estate is predominantly divided into two farms, Higher Farm and Courtry & Speckington Farm. Both farms sit in close proximity to the current route of the A303 and access to parts of the two farms are heavily dependent upon it.

### **1.3 Terminology**

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to the Church Commissioners for England, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to the Church Commissioners

for England.

## 1.4 Record of Engagement

- 1.4.1 A summary of the meetings and correspondence that has taken place between Highways England and the Church Commissioners for England in relation to the Application is outlined in Table 1.1.

Table 1.1: Record of engagement between Highways England and the Church Commissioners for England

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
29.02.2018	Attendance at consultation event	Land acquisition and the location of accommodation works.
May - June 2018 Various	Email	Land acquisition and the location of accommodation works.
09.10.18	Meeting with Charles Cox of the Valuation Office Agency and Chris Setters of Mott Macdonald and subsequent email correspondence	Discussion of accommodation works, including the provision of fencing, drainage works, and the possible change in the land acquisition area.
November 2019 – January 2019 Various	Email and verbal	Land acquisition. Discussion relating to the possible moving of the site construction compound south of the A303/
Other correspondence TBC		

- 1.4.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) the Church Commissioners for England in relation to the issues addressed in this SoCG.

## 2. Issues

Topic	The Church Commissioners for England comment	Highways England response	Status
General	The Church Commissioners for England agree that the proposed development will benefit the local communities and that there is a need for the scheme.	-	<b>AGREED</b>
General	The Church Commissioners for England have no objection to the layout and design of the scheme other than those issues highlighted below.	-	<b>AGREED</b>
Accommodation works	<p><u>Land at Higher Farm (Title Numbers, WS46264, WS46259, WS46247)</u></p> <p>Our client welcomes the inclusion of an accommodation access running from Higher Farm lane to serve their land under title number WS46247. Our client disagrees that that the access provides them with a suitable alternative means of access. To ensure that the track is suitable for modern agricultural machinery, and provides a similar access provision, our client request the following;</p> <ul style="list-style-type: none"> <li>- That the access track is completed to at least 4.5 meters wide with cleared margins on either side of at least 1 meter. This is to allow the safe transition and manoeuvring of large machinery, such as a combine harvester. All gates should also be of an appropriate width accordingly. – That the access track is constructed with a suitable hard wearing surface which shall require minimal maintenance. A reinforced concrete surface would be advisable to ensure that the high load of agricultural machinery can be accommodated. - That a gate is installed along the boundary of the accommodation access and title WS46247 to ensure that access can be gained to the retained land.</li> </ul>	Preliminary accommodation works details have been developed and these will be consulted with relevant land-owners prior to completion of the Development Consent Order (DCO) Examination.	<b>UNDER DISCUSSION</b>

Topic	The Church Commissioners for England comment	Highways England response	Status
Drainage	<p><u>Land at Higher Farm (Title Numbers, WS46264, WS46259, WS46247)</u></p> <p>Our client is concerned by the suggested outfall from pond 1 (Plot reference 1/4a), which appears to lead to their land under title number WS46264. From our review of the proposed drawings, this could lead to 3.47 hectares of the Highway area draining onto our client's land, which already low lying and suffering from poor drainage. This is significantly more than at present. We would contest that this is not a suitable place for such an outfall and it would be advisable to move the outfall to allow water to flow significantly further west along the highway in the direction of the Podimore roundabout. This could potentially connect to the existing culvert at the Higher Farm Lane overbridge, instead of the culvert running across my clients' land. The proposals by Highways England do not appear to show any works to the existing watercourse (ditch) which this outfall will flow into, to ensure it is of a suitable capacity. The proposals as they stand will have an adverse impact on our clients' land. Our client disagrees with the provision of drainage for the scheme.</p>	<p>The drainage strategy, including outfall locations and control measures for flood risk and pollution, is contained within the Drainage Strategy Report (APP-060).</p> <p>Draft Development Consent Order (dDCO) Requirement 13(2)(b)(i) includes a requirement to undertake surveys of the ditch downstream of the proposed drainage outfalls up to the Higher Farm Lane Bridge.</p> <p>Draft DCO Requirement 13(6) includes a requirement that the runoff from drainage outfalls should not exceed the undeveloped rate of runoff. The proposed ponds are intended to ensure that runoff from the road is attenuated to this rate prior to outfall to the local watercourses.</p> <p>Outfall works are included in Plot 1/4a. The works will be designed in detail by the main contractor and submitted for approval by the Secretary of State under Requirement 12 of the dDCO.</p> <p>The dDCO is included in the examination library on the Planning Inspectorate's website as document reference APP-017. The Drainage Strategy Report is included as document APP-060.</p>	<b>UNDER DISCUSSION</b>
Accommodation works	<p><u>Land at Courtry &amp; Speckington Farm (South of A303). (Title Number WS4609)</u></p>	<p>Preliminary accommodation works details have been developed and these will be consulted with relevant land-owners prior to completion of the</p>	<b>UNDER DISCUSSION</b>



Topic	The Church Commissioners for England comment	Highways England response	Status
	Our client is again pleased to see that there needs for access to the western section of the above title have been considered and that an accommodation access is proposed from the B3151 to the east. Our client would however suggest that an accommodation access may not be required if a section of the ditch running through this title could be piped and a small section of hedgerow removed. Thus providing a means of access to the parcel. This would enable our client to farm the entire area of land within this title as one block and reduce accordingly the area of land take required. This would mitigate losses to my clients and have a significant reduction in the cost of the scheme to Highways England. We would welcome the opportunity to review this further with the project team. If the accommodation access is to be provided as detailed, then my client would request that the specification is the same as noted in respect of accommodation access serving the land at Higher Farm (see above comments).	DCO Examination.	
Land acquisition	<u>Land at Courtry &amp; Speckington Farm (South of A303). (Title Number WS46097)</u> In respect of land to be permanent acquired, the land take in respect of parcel 2/5c appears somewhat excessive (in the southern portion), perhaps by up to 0.2 hectares. It also provides the field with a more awkward shape to farm which will further reduce the area that can be cropped. Our client disagrees that the amount of land take is reasonable in this location.	The General Arrangement Drawings (APP-102), highlight that this plot is required for works associated with the construction of the B3151 Link, including drainage and landscape planting works.	<b>UNDER DISCUSSION</b>
Accommodation works	<u>Land at Courtry &amp; Speckington Farm (South of A303). (Title Number WS46097)</u> Our client is also significantly concerned that their current access from the B3151, on the most eastern tip of this	Preliminary accommodation works details have been developed and these will be consulted with relevant land-owners prior to completion of the	<b>UNDER DISCUSSION</b>

Topic	The Church Commissioners for England comment	Highways England response	Status
	land parcel, appears to be removed. This is a key access to the field for large machinery. My client does benefit from another access further west along the B3151, but this is not suitable for agricultural machinery in its current form. My client invites Highways England to consider options for suitable access provision to this parcel so that a wider parcel of land is not de-valued.	DCO Examination.	
Drainage	<p><u>Land at Courtry &amp; Speckington Farm (South of A303). (Title Number WS46097)</u></p> <p>Our client is also concerned that a significant portion of the new scheme is intended to be drained using the ditch that traverses their land under this title (and leads further west to my clients' title under title number WS46228). This field is already particularly wet and no proposals are made by Highways England to improve this ditch to ensure that it has suitable capacity (together with the waterways which it leads to). In total, an area of 24.34 hectares (catchments 2 &amp; 3) together with existing drained area will eventually drain into this ditch. My client has significant concerns as to whether the existing field drainage and ditching will be able to cope with additional run off.</p> <p>We would invite Highways England to submit modelling to our client to demonstrate that there will be no adverse impact from the drainage proposals onto our clients' land. The documents submitted by Highways England do not appear to demonstrate that the impact on this ditch has been modelled. Our client disagrees with the provision of drainage for the scheme.</p>	<p>The drainage strategy, including outfall locations and control measures for flood risk and pollution, is contained within the Drainage Strategy Report (APP-060).</p> <p>Draft DCO Requirement 13(6) includes a requirement that the runoff from drainage outfalls should not exceed the undeveloped (greenfield) rate of runoff. The proposed ponds are intended to ensure that runoff from the road is attenuated to this rate prior to outfall to the local watercourses.</p> <p>Draft DCO Requirement 13(2)(b)(ii) includes a requirement to undertake surveys of the ditch downstream of the proposed drainage outfalls up to and including the existing culvert at RNAS Yeovilton.</p> <p>It will also be a requirement to consult the Lead Local Flood Authority and Environment Agency on the results of these surveys prior to the approval of the drainage design.</p>	<b>UNDER DISCUSSION</b>

Topic	The Church Commissioners for England comment	Highways England response	Status
Land acquisition	<p><u>Land at Courtry &amp; Speckington Farm (South of A303). (Title Number WS46097)</u></p> <p>The land parcel also includes a works and material storage compound under parcel 2/5b. This area is at least 4.8 hectares and seems rather excessive for the proposed use. The allocated area almost appears somewhat arbitrator. Our client would request justification to show why such a large area is required by the scheme for the purpose outlined. Our client would also request detail of proposed ground protection measures and detail of what temporary drainage provision will be provided on the site to protect our clients neighbouring land from run off. The land is low lying with a heavy soil. During winter months, ground conditions can be extremely challenging. My client would therefore questions whether this parcel of land is indeed suitable for a site compound. If the land is utilised, my client and their tenant farmer will require access to the retained land to the west through the works site. Our client disagrees that the amount of temporary land take is reasonable in this location.</p>	Highways England have commissioned buildability advice from its contracting supply chain. Its advisors have identified this plot as the most appropriate location and size for the main construction compound.	<b><i>UNDER DISCUSSION</i></b>
Accommodation works	<p><u>Land at Courtry &amp; Speckington Farm (North of A303). (Title Number WS46095)</u></p> <p>Again, our client welcomes the provision of an accommodation access that can serve their land, as the current entrance directly from the A303 will be closed. My client would request that the specification for this accommodation access as it leads from its most eastern extent to my clients' land in the west, is the same as noted in respect of accommodation access serving the land at Higher Farm (see above comments).</p>	Preliminary accommodation works details have been developed and these will be consulted with relevant land-owners prior to completion of the DCO Examination.	<b><i>UNDER DISCUSSION</i></b>

Topic	The Church Commissioners for England comment	Highways England response	Status
Accommodation works	<p><u>Land at Courtry &amp; Speckington Farm (North of A303). (Title Number WS46095)</u></p> <p>The field included within this title is currently subject to arable cropping. The reduction in size, to approximately 5.7 acres may render it unsuitable for arable production in the future, particularly as the works will render it more severed from the remaining holding land it already is. To help mitigate the loss in value of the land, my client would request that Highways England securely stock proof fence the perimeter of the land so that it may be utilised by livestock in the future. Fencing along all stretches of land should bordering my clients land where works are to be undertaken should be of stock proof fencing, with a specification of pig netting, two strands of barbed wire with tantalised round posts with a lifespan of at least 30 years."</p>	Preliminary accommodation works details have been developed and these will be consulted with relevant land-owners prior to completion of the DCO Examination.	<b><i>UNDER DISCUSSION</i></b>

