

# A47 Wansford to Sutton Dualling

**Scheme Number: TR010039**

## **Volume 8**

### **8.2 Statement of Common Ground with Peterborough City Council**

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010  
Rule 8(1)(e)

May 2022

Deadline 7

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Examination Procedure) Rules 2010**

**A47 Wansford to Sutton  
Development Consent Order 202[x]**

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**8.2 STATEMENT OF COMMON GROUND WITH  
PETERBOROUGH CITY COUNCIL**

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<b>Rule Number</b>	Rule 8(1)(e)
<b>Planning Inspectorate Scheme Reference</b>	TR010039
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<b>Author</b>	A47 Wansford to Sutton Project Team, National Highways

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0	May 2022	Draft

## STATEMENT OF COMMON GROUND

**This statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Peterborough City Council**

Signed .....

Chris Griffin

Programme Lead

On behalf of National Highways

Date: .....

Signed .....

NAME:.....

POSITION:.....

On behalf of Peterborough City Council

Date: .....

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## 1 INTRODUCTION

### 1.1 Purpose of this Document

1.1.1 This Statement of Common Ground (SOCG) relates to an application made by National Highways (formerly Highways England) (“the Applicant”) to the Planning Inspectorate (“PINS”) under Section 37 of the Planning Act 2008 (“PA 2008”) for a Development Consent Order (a “DCO”). If made the DCO would grant consent for the Applicant to undertake the A47 Wansford to Sutton Scheme (“the Scheme”). A detailed description of the Scheme can be found in the ES Chapter 2 The Proposed Scheme (**AS-013**).

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a47-wansford-to-sutton/?ipcsection=overview>

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) National Highways as the Applicant and (2) Peterborough City Council (PCC).

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. In September 2021 Highways England Company Limited changed its name to National Highways Limited. National Highways 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.

1.2.3 PCC is the Local Authority for the Scheme falling within Category A of section 43(1) of PA 2008 and are the highways authority for the Scheme, which falls entirely within the Council’s administrative area.

### 1.3 Terminology

1.3.1 In the tables in Section 3 ‘Issues’ of this SoCG the following colour coding / terminology is used to indicate the status of the individual issue:

- Agreed - indicates where the issue has been resolved
- “Under discussion” indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the issue to determine whether they can reach agreement by the end of the examination
- “Not agreed” indicates a final position for area(s) of disagreement where the

resolution of divergent positions will not be possible, and parties agree on this point.

- 1.3.2 In this SoCG, the issues raised by the Council are presented alongside a response from National Highways. "Agreed" signifies that there is agreement between the parties that there are no further points to discuss as regards that particular issue, and the Council is satisfied by the National Highways response.
- 1.3.3 It can be assumed that any matters not specifically referred to in the Issues section of this SoCG are not of material interest or relevance to PCC, 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 PCC.

## 2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and Peterborough City Council in relation to the Application is outlined in Table 2-1.

Table 2-1: Record of Engagement

Date	Form of Correspondence:	Key topics discussed and key outcomes
09.08.2017	MS Teams	Letter stakeholder update on Scheme.
10.08.2018	MS Teams	Scheme update.
27.08.2019- 24.10.2019	Email	Landscape- Initial consultation emails to request feedback on proposed viewpoints for assessment. Received response to agree location and presentational format of representative viewpoints to inform the Environmental Statement Landscape and Visual Impact Assessment. Subsequent discussion to agree the plant/grass species types to be included in the Environmental Masterplan.
22.01.2020	Historic England & Peterborough City Council	Archaeological discussion on trenching proposals for the Scheme and works around the scheduled monument.
17.04.2020	MS Teams	Discussion of changes on the drawings from the previous proposals submitted and discussed the amendments to the alignment following statutory consultation – it was noted that there would be little environmental impact from these changes, final assessment still to be carried out.
06.05.2020	MS Teams	RDWE - Meeting regarding approach to hydraulic assessments and requirements for designing of new culverts for Wittering Brook at A47 and A1.
07.07.2020	MS Teams	Targeted consultation briefing and Scheme engagement.
08.07.2020	MS Teams	WCH - Meeting with Sustrans and Peterborough City Council regarding bridge crossing.
12.08.2020	Email	Landscape - Email to begin consultation again and confirm if Red Kite will be re-consulted.
08.09.2020	Email	Landscape - Email to consult on previously approved viewpoints due to amendments to the Proposed Scheme.
19.09.2020	Email	Material assets and waste - Email to determine requirement for Mineral Impact Assessment

Date	Form of Correspondence:	Key topics discussed and key outcomes
30.09.2020	MS Teams	The purpose of the meeting was to update on the revised design of the Scheme, the latest proposals, and to discuss the Upton Drift and to listen to any comments ahead of the targeted engagement due to start in Autumn 2020.
15.10.2020	Brochure & letter hard copy & email circulation	Scheme consultation brochure and letter circulation.
04.11.2020	MS Teams	Meeting to review consultation feedback and development of Scheme proposals.
19.11.2020	MS Teams	Nick Greaves Transport maintenance covering passing lanes at Upton village.
11.12.2020	Email	Population and human health- Email to confirm changes to DMRB LA 112 methodology and consult regarding proposed study area for human health.
15.01.2021	MS Teams	Discussion of support in relation to Upton village access requirements and landowner and tenants impacted.
27.01.2021	MS Teams	Population and human health - Call to discuss proposed human health study area.
02.02.2021 –	Telephone Call	Heritage - Call to discuss built heritage methodology, settings and study area, viewpoints and approach to mitigation.
04.02.2021	Email (two recipients)	Follow up email sent to confirm what was discussed.
03.02.2021 –	Telephone Calls	Heritage - Calls (with Conservation Officer and Archaeologist) to discuss archaeological heritage methodology, settings and study area, viewpoints and approach to mitigation.
04.02.2021	Email (two recipients)	Follow up email sent to confirm what was discussed.
09.02.2021	MS Teams	Meeting with Nick Greaves to discuss passing places and adoption of road of Great North Road houses adjacent to A1 road.
23.02.2021	MS Teams	Meeting to discuss the Scheme proposals and current antisocial behaviours in the vicinity of the works.
05.03.2021	MS Teams	Meeting discussions took place to cover issues that may stop PCC supporting the Scheme.
26.03.2021	Email	Population and human health - Email to Public Health Team to confirm changes to DMRB LA 112 methodology and consult regarding proposed study area for human health.



Date	Form of Correspondence:	Key topics discussed and key outcomes
11.03.2021	MS Teams	Follow up meeting as discussed in the previous meeting with presentation by design partner on how the Scheme has progressed and how we have informed stakeholders.
24.03.2021	MS Teams	Regular update meeting to discuss progress.
31.03.2021	MS Teams	Regular update meeting to discuss progress.
07.04.2021	MS Teams	Regular update meeting to discuss progress.
08.04.2021	MS Teams	Landscape - Call to reinvigorate the consultation on landscape and visual matters based on latest Scheme information. Email to follow up call and provide further information.
14.04.2021	MS Teams	Regular update meeting to discuss progress.
16.04.2021	MS Teams	Landscape - Call and follow-up email to summarise latest version of the Scheme, viewpoints and discuss species and aftercare.
21.04.2021	MS Teams	Regular update meeting to discuss progress.
28.04.2021	MS Teams	Regular update meeting to discuss progress.
05.05.2021	MS Teams	Regular update meeting to discuss progress.
07.05.2021	Email	Cumulative effects - email to request consultation on long list of developments for cumulative effects assessment.
12.05.2021	MS Teams	Regular update meeting to discuss progress.
19.05.2021	MS Teams	Regular update meeting to discuss progress.
26.05.2021	MS Teams	Regular update meeting to discuss progress.
01.06.2021	MS Teams	Cumulative effects - call to follow-up on consultation of cumulative effects.
01.06.2021	Email	Population and human health - Email to Public Health Team to confirm data and reports issued were reviewed for the assessment.
20.09.2021	MS Teams	Meeting with PCC and Upton representative to discuss Upton access and PCC future works on Langley Bush Road
08.12.2021	MS Teams	Meeting to reaffirm sideroad and walking, cycling and horseriding route adoption boundaries.
21.01.2022	MS Teams	Meeting to discuss SoCG
04.02.2022	MS Teams	Project meeting and discussion re SoCG

Date	Form of Correspondence:	Key topics discussed and key outcomes
18.02.2022	MS Teams	Project meeting and discussion re SoCG
25.02.2022	Telephone Call	Heritage - Call (with Conservation Officer) to discuss PCC response to ExAQ1 and SoCG
02.03.2022	MS Teams	Heritage – Meeting (with Conservation Officer) to discuss PCC response to ExAQ1
04.03.2022	MS Teams	Project meeting and discussion re SoCG
18.03.2022	MS Teams	Project meeting and discussion re SoCG
01.04.2022	MS Teams	Project meeting and discussion re SoCG
28.04.2022	MS Teams	Project meeting and discussion re SoCG
13.05.2022	MS Teams	Project meeting and discussion re SoCG

- 2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Peterborough City Council in relation to the issues addressed in this SoCG

### 3 ISSUES

#### 3.1 Purpose of this Document

3.1.1 Section 3.2 summarises the key issues explored between Peterborough City Council and National Highways whilst the issues are explored in more detail in Section 3.3.

3.1.2 National Highways response to PCC's relevant representations (**RR-036**) submitted at DCO Examination Deadline 1 (**REP1-010**) can be found here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010039/TR010039-000430-National%20Highways%20-%209.4%20Applicant's%20Response%20to%20Relevant%20Representations.pdf>

3.1.3 National Highways response to PCC's Local Impact Report (**REP2-068** and **REP2-042** to **REP2-067**) submitted at DCO Examination Deadline 3 (**REP3-025**) can be found here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010039/TR010039-000597-National%20Highways%20-%209.15%20Response%20to%20Peterborough%20Council%20Local%20Impact%20Report.pdf>

#### 3.2 Summary of PCC Issues

Ref. No	Topic	Status	Date Agreed
1	Air Quality	Agreed	
2	Biodiversity	Agreed	
3	Cultural heritage	One matter not agreed (some matters agreed and some yet to be agreed)	
4	Emissions during construction and operation (including noise and vibration)	Agreed	

Ref. No	Topic	Status	Date Agreed
5	Landscape and visual effects	Not yet agreed (some matters agreed)	
6	Minerals and waste	Agreed	
7	Socio-economic effects, including the effects on the delivery of the development plan aims and objectives	Agreed	18.05.2022
8	Traffic and transport effects including the effects on non motorised users	Not yet agreed (some matters agreed)	
9	Water environment effects, including any permits required from PCC as LLFA	Not yet agreed	
10	Draft DCO Articles & Requirements	Not yet agreed	
11	Design	Not yet agreed	

### 3.3 Issues in Detail

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
1	<b>Air Quality – Summary</b>				All matters agreed	
a)	Effect on air quality	Relevant Representation (RR-036) Local Impact Report (REP2-068) Section 9	Best Practicable Means should also be used for all overnight lighting requirements and for the control of dust during construction.	With the recommendation of best practice construction mitigation measures in place, the impact of construction dust is considered highly unlikely to trigger a significant air quality effect. Therefore, in accordance with LA 105, no	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
				significant effects on sensitive receptors have been identified. (ES Chapter 5 Air Quality ( <b>APP-043</b> )).		
2	<b>Biodiversity – Summary</b>				All matters agreed	
a	Adequacy of mitigation	Relevant Representation ( <b>RR-036-28</b> )	The proposed mitigation and compensation is sufficient for the proposed work for the council's material concerns to be discounted.	National Highways notes the response from Peterborough City Council (PCC)	Agreed	
b	Mitigation for GCN	Relevant Representation ( <b>RR-036-29</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 8	The biodiversity chapter of the Ecological Impact Assessment (Highways England, 2021) goes into detail of the current ecological baseline of the area potentially impacted by the proposed development. These surveys are extensive and complete in their scope with the exception of the Great Crested Newt surveys. The mitigation and compensation for Great Crested Newts is well understood and subsequent requirements can be included within the Ecological Mitigation Plan.	Record of Environmental Actions and Commitments (REAC) Commitment BD10 within the Environmental Management Plan (EMP) ( <b>REP2-027</b> ) sets out the mitigation for GCN if found to be present  Mitigation (if required) will be reported in the Second Iteration EMP.	Agreed	
c	Grassland creation	Relevant Representation ( <b>RR-036-30</b> ) Local Impact Report ( <b>REP2-</b>	It is noted that as compensation unimproved calcareous grassland will be created in order to compensate for the loss of grassland from the Sutton Meadows CWS. The creation of this grassland will be detailed within the	This response has been noted.  REAC Commitment BD3 has revised to include for the seed mix for unimproved calcareous grassland that will be created will be either	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
		<b>068)</b> Section 8	EMP. This is encouraged however the seed mix to be used in replanting must be considered carefully. The seed mix should either be collected from cuttings on site or created from the botanical species lists created.	collected from cuttings on site or created from the botanical species lists created.		
d	Hedgerow translocation	Relevant Representation ( <b>RR-036-31</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 8	The methodology for the translocation of hedges should be considered as compensation rather than mitigation. Hedges which have been identified to be translocated should be risk assessed for the potential of failure after translocation. Any potential for failure of translocation should have a backup plan for replacement of the habitat appropriate to the potential loss of hedge. The loss of hedgerows and the failure of translocated hedges is the largest concern for the EIA.	REAC Commitment BD3 in the EMP ( <b>REP2-027</b> ), - the Principal Contractor must ensure any hedgerow deemed species rich or 'important' will be translocated and not lost, with locations provided in the Landscape Environmental Management Plan (LEMP) (to be included in the EMP Second Iteration). Species poor hedgerows will be gap filled to increase species diversity and quality across the site. New species rich hedgerows with trees will be planted in addition to deciduous woodland.	Agreed	
e	Wildlife Tunnel	Relevant Representation ( <b>RR-036-32</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 8	It is noted that rather than creating a wildlife tunnel the old disused railway will be used. While this is acceptable for the current scheme, it is known that there is interest to use the dismantled railway as a cycleway from Sutton to Barnack. Has the potential for the installation of a secondary Wildlife Tunnel been ruled out of the proposed design already?	The provision of a new wildlife tunnel has not been identified as a required mitigation for biodiversity. ES Chapter 8 Biodiversity ( <b>AS-015</b> ) and the EMP ( <b>REP2-027</b> ) set out mitigation that has been identified.	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
f	Invasive Non Native Species	Relevant Representation ( <b>RR-036-33</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 8	The potential Invasive Non-Native Species found on site should be included within any tool box talked performed on site.	Table 1.9 of the EMP ( <b>REP2-027</b> ) sets out the topics to be included in the tool-box talks. These include non-native species.  REAC commitment BD6 (within the EMP ( <b>REP2-027</b> )) – preparation of an INNS Management Plan to prevent or minimise the introduction or spread of INNS during construction.	Agreed	
3	<b>Cultural Heritage – Summary</b>				Not yet agreed	
a	Investigations	Relevant Representation ( <b>RR-036-11</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	The proposed road scheme will cross areas of known archaeological significance, with particular reference to the evidence for prehistoric, Roman and early medieval activity. The road will also skirt and partly bisect Scheduled Monument (NHLE Ref: 1006796 – Cropmark site of a barrow cemetery and a quadrilateral ditched enclosure, together with pits and a pit alignment).  Mitigation has been subject to consultation. However, mitigation through design should be anticipated and proposed at the onset. Mitigation	See Applicants Response to Relevant Representations ( <b>REP-010</b> ) - Common Response H.	Not yet agreed	



Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			by avoidance or preservation by burial should also be considered.			
b	Investigations	Relevant Representation ( <b>RR-036-12</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	Programmes of investigation will be undertaken to mitigate the likely significant effects of the proposal on heritage assets where impact cannot be avoided. To this aim, the following programme of investigations will be implemented for the whole of the road corridor, i.e. the footprint of the scheme and any land outside that footprint (e.g., for compounds, water reservoirs, access routes, etc.), which includes any heritage assets physically affected.	<p>The Heritage Mitigation Strategy will form Annex B.8 to the Second Iteration of the EMP (<b>REP2-027</b>).</p> <p>REAC Commitments CH1 – CH10 within the EMP deal with cultural heritage. REAC Commitment CH4 provides for a Heritage Mitigation Strategy.</p> <p>The EMP is secured by Requirement 4 to the Draft Development Consent Order (DCO) (<b>REP5-005</b>).</p> <p>Requirement 9 to the Draft DCO deals with 'Archaeological remains' -</p>	Not yet agreed	
c	Setting of assets	Relevant Representation ( <b>RR-036-13</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	<p>Consideration will also be given to the settings of any designated or other heritage assets in the footprint of the scheme or within the zone of visual influence. The assessment will include any new land-take associated with the project.</p> <ul style="list-style-type: none"> <li>Targeted open area excavations within and outside the footprints of the scheme</li> </ul>	<p>These works are set out in Environmental Statement (ES) Chapter 6 Cultural Heritage (<b>REP2-010</b>) and REAC Commitments CH1 – CH10 within the EMP (<b>REP2-027</b>).</p> <p>PCC will be consulted throughout the process of designing and delivering works the Written Scheme of Investigation (WSI) (see Requirement 9 to the Draft DCO</p>	Agreed	



Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			<p>according to the significance of the heritage assets and the potential impacts of the scheme.</p> <ul style="list-style-type: none"> <li>• Historic building recording of the locally listed station buildings to Historic England's standards</li> <li>• Historic building recording of the royal observer core site bunker to Historic England's standards (Level 3 minimum), should this be affected.</li> <li>• Measured survey of the portion of the railway embankment to be affected by the proposal.</li> <li>• Archaeological monitoring to complement the programme of excavation in suitable circumstances.</li> <li>• Archaeological monitoring of ground investigations/geotechnical surveys. Locations of the boreholes may be reviewed, should these affect potential archaeological remains, whether designated or non-designated.</li> <li>• Protection of / intervention</li> </ul>	<p>(REP5-005).</p> <p>The royal observer corps bunker will be screened by appropriate fencing to prevent accidental damage. This is detailed in ES Chapter 6 Cultural Heritage, Sections 6.8.4 and 6.8.11 (REP2-010) and REAC Commitment CH4 (REP2-027).</p> <p>This has been updated in the Environmental Management Plan (EMP) (REP2-027) and the following statement added to Commitment CH\$:</p> <p><i>'This will be monitored for effectiveness during the works and the need for, scope and scale of any further works would be discussed with Peterborough City Council as appropriate'.</i></p> <p>Protection measures for the monument are given in bullet 3 of REAC commitment CH6. For clarity, all these measures are to be included in the Heritage Mitigation Strategy</p>		

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			<p>affecting the Scheduled Monument (and other non-designated heritage assets which may be identified as being of national importance) to be secured to a design agreed with Historic England and the Local Planning Authority (LPA).</p> <ul style="list-style-type: none"> <li>Engagement with the local communities through outreach and education.</li> </ul>	Provision for appropriate outreach as part of appropriate dissemination will be included in the Heritage Mitigation Strategy ( as part of the Detailed Heritage Written Scheme of Investigation (WSI)) as set out in commitment CH2 and CH3 of the REAC. It is expected that the appropriate methods for outreach may change during the archaeological works, depending on information arising. Contractors' WSIs will include details of any agreed community involvement.		
d	Archaeological fieldwork	<p>Relevant Representation (<b>RR-036-14</b>)</p> <p>Local Impact Report (<b>REP2-068</b>) Section 7</p>	The objectives of all fieldwork will be focused on local, regional, and national research themes and agendas. They will be informed by the baseline research for the Desk-Based Assessment undertaken in 2018, the results of the geophysical survey undertaken in 2018, and the programme of minimally intrusive evaluation undertaken between May and June 2020. The objectives will also provide a clear statement of how they will be achieved, monitored, and validated through mitigation, and how they are expected to contribute to the	<p>The Second Iteration of the EMP (<b>REP2-027</b> ) will include as Annex B.8 the Detailed Heritage Written Scheme of Investigation (Heritage Mitigation Strategy).</p> <p>Requirement 9 to the Draft Development Consent Order (DCO) (<b>REP5-005</b>) deals with 'Archaeological Remains'</p> <p>The scope and requirements of recording will be discussed with the relevant consultees as part of the development of the Detailed Heritage</p>	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			value, understanding and dissemination of the cultural heritage assets.	<p>Written Scheme of Investigation (WSI) (Heritage Mitigation Strategy) and under Requirement 9 to the Draft Development Consent Order (DCO) (<b>REP5-005</b>). The Heritage Mitigation Strategy will set out general research objectives from the East of England regional research framework as well as topic and period specific national frameworks identified in Historic England's Table of Historic Environment Research Frameworks (26-02-18). The mitigation strategy will include methods to be employed as well as provision for appropriate dissemination. Contractors' WSIs will include updated project and task-specific research objectives and detailed methods. These are expected to evolve as the mitigation is undertaken.</p> <p>Agreement with the PCC archaeologist has been added to the achievement criteria of the REAC commitments CH2, CH5, CH6, CH7, CH8 and CH10</p> <p>Agreement with the PCC senior conservation officer has been added</p>		

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
				<p>to the achievement criteria of the REAC commitments CH2, CH3, CH4 and CH8.</p> <p>This will ensure appropriate objectives and methods are applied throughout the works, including any changes necessary to react to emerging information from the works.</p>		
e	WSI	Relevant Representation ( <b>RR-036-15</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	All programmes of archaeological work will be carried out according to Written Schemes of Investigation (WSIs) which must be submitted to, and approved by, the Local Planning Authority. The WSIs will be written by the appointed archaeological contractor undertaking the work in accordance with briefs issued by the LPA archaeological advisor. WSIs submitted by third parties will not be accepted.	<p>The Second Iteration of the EMP (<b>REP2-027</b>) will include as Annex B.8 the Detailed Heritage Written Scheme of Investigation (WSI) (Heritage Mitigation Strategy).</p> <p>Requirement 9 to the Draft Development Consent Order (DCO) (<b>REP5-005</b>) deals with 'Archaeological Remains' Agreement with the PCC archaeologist has been included in the achievement criteria of the REAC commitments CH2, CH5, CH6, CH7, CH8 and CH10</p> <p>Agreement with the PCC senior conservation officer has been included in the achievement criteria of the REAC commitments CH2, CH3, CH4 and CH8.</p>	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
f	Archaeological standards	Relevant Representation ( <b>RR-036-016</b> ) (Archaeology) Local Impact Report ( <b>REP2-068</b> ) Section 7	All programmes of archaeological work will be carried out in accordance with current standards, guidance and advice provided by the Chartered Institute for Archaeologists, Historic England, and other professional organisations, and will result in appropriate dissemination and archiving. (Level 3 minimum), in consultation with the Conservation Officers.	<p>Mitigation is detailed in the REAC Commitments CH1 - CH10 within the EMP (<b>REP2-027</b>).</p> <p>The mitigation is in accordance with current standards, guidance and advice provided by the Chartered Institute for Archaeologists, Historic England, and other professional organisations, as set out in ES Chapter 6 Section 6.2 (<b>REP2-010</b>).</p> <p>The scope and requirements of recording will be discussed with the relevant consultees as part of the development of the Detailed Heritage Written Scheme of Investigation (WSI) (Mitigation Strategy) and under Requirement 9 to the Draft Development Consent Order (DCO) (<b>REP5-005</b>). The Heritage Mitigation Strategy will set out precise details of standards to be employed and contractors' WSIs will include standards as appropriate for equipment and working practices.</p> <p>Agreement with the PCC archaeologist has been included in the achievement criteria of REAC</p>	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
				<p>commitments CH2, CH5, CH6, CH7, CH8 and CH10</p> <p>Agreement with the PCC senior conservation officer has been included in the achievement criteria of REAC commitments CH2, CH3, CH4 and CH8.</p> <p>This will ensure appropriate standards are applied throughout the works, including any changes necessary to react to emerging information from the works.</p>		
g	Mile Marker	<p>Relevant Representation (<b>RR-036-18</b>)</p> <p>Local Impact Report (<b>REP2-068</b>) Section 7</p>	<p>There is concern regarding the future treatment of the mile marker currently situated on the north verge of the A47, slightly to the east of the petrol station. As an asset which is intrinsically linked with the road which has been upgraded many times over the course of its history, this further upgrade will to a limited extent alter its context, however, due to the nature of the asset this will not be materially detrimental.</p> <p>The mile marker must be conserved during construction works, with a management plan in place.</p>	<p>This asset is noted in ES Appendix 6.1 Cultural Heritage Information (<b>APP-085</b>) as WAN5 – site of former milestone.</p> <p>REAC commitment CH14 (within the EMP (<b>REP2-027</b>)) includes for the heritage which will include measures to record, protect, remove if needed, conserve/restore and re-install.</p> <p>The asset will then be proposed for listing to Grade II.</p>	Agreed	

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			Subsequent to the work being completed the mile marker must be re-laid as close to its original position as possible on the northern side			
h	Sutton Conservation Area	Relevant Representation (RR-036-22) Local Impact Report (REP2-068) Section 7	<p><b>Sutton Conservation Area</b> Sutton has over the course of the 20thC become more isolated as a village due to the loss of the active ford and the upgrading of the A47. The proposals will continue this trend, reducing the active access points to one. This access is not historical having become substantive around the turn of the 20thC. Conversely the proposals stop the active usage of The Drift, the historic main access.</p> <p>There is a clear preference for historical accesses to be maintained and there does not appear to be any justification in this instance for its truncation, considering that the route will be maintained but just blocked. It is recommended that the blocking of the access be removed from the proposals.</p> <p>If access is blocked it is essential the manner in which access is denied</p>	See Applicants Response to Relevant Representations (REP1-010) - Common Response C.	Not yet agreed  Subject to review of 'Common Response C'?	

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			<p>does not undermine the clear appreciation of The Drift as the main and historical access. In addition the works should not undermine the holistic maintenance of the tree avenue.</p> <p>The existing A47 is heard from the otherwise quite tranquil village and is partially visible in northward views. These existing aspects of the A47 are considered to have a limited detrimental impact upon the setting of the Conservation Area. The proposal will to a limited extent exacerbate the existing detrimental aspects, however, due to the landscaping and distance these impacts and not considered materially detrimental.</p>			
i	Model Farmhouse	Relevant Representation ( <b>RR-036-023</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	The proposals do not materially impact the setting of the Grade II Listed building as the works are minor and for the ease of highway access. It has been raised that the curtilage listed northern wall could potentially be structurally impacted as a consequence of the carrying out of the works. Works which undermine the integrity of Listed buildings should be avoided, however, it is noted in this	<p>Recording will be undertaken to Level 2 according to Historic England's guidance for investigating and recording historic buildings as set out in REAC), Commitment CH4 within the EMP (<b>REP2-027</b>)).</p> <p>The need for and methods of any further recording required would be determined by the results of the structural assessment and ongoing</p>	Agreed	



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			<p>instance the issues may be structural and the onset of the proposed works may just hasten an underlying issue. The mitigation measure of a structural survey and a construction risk assessment as has been suggested are considered prudent and reasonable.</p> <p>If resulting from the assessment it is deemed that the wall requires substantive preventative measures, there would be an expectation of a Level 2 Historical Building recording of the wall prior to works being carried out. If the wall is considered to be unstable and requires substantive rebuilding, then a Level 3 Historical Building Recording with a laser scan would be expected.</p>	monitoring, to be agreed with Historic England and PCC through the Heritage Mitigation Strategy.		
j	Railway Buildings	<p>Relevant Representation (<b>RR-036-24/25</b>)</p> <p>Local Impact Report (<b>REP2-068</b>) Section 7</p>	<p>The existing building is considered viable with no identified structural deficiencies identified and as such there is a principle objection to this proposal.</p> <p>It is understood however that due to other constraints which are hierarchically more significant for which the resulting alignment has</p>	<p>See Applicants Response to Relevant Representations (<b>REP-010</b>) - Common Response G</p> <p>The relocation of the station buildings is part of a Designated Funds Scheme and not within the DCO.</p>	Not Agreed	

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			been designed to avoid, this has given rise to a need to demolish the Locally Listed Building. Although it would be possible for only partial demolition, the proposed mitigation of allowing the relocation of the station is considered preferable as this would also mitigate the impact of the loss of the station building			
k	Railway Buildings	Relevant Representation ( <b>RR-036-26</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 7	In terms of mitigation there is agreement with the suggestion for Historic Building Recording and its proposed extent, however, there is disagreement with the proposed level 3. As the relocation would break up the collection of Locally Listed railway buildings, a Level 4 Building Recording should be undertaken upon the former Station Building. The main difference between the two levels is the extent of research which would be required and this information would be essential for the buildings interpretation going forward.	The scope and requirements of recording will be discussed with the relevant consultees as part of the development of the Heritage Mitigation Strategy and under Requirement 9 to the Draft DCO ( <b>REP5-005</b> ).  Relocation is however dependent on third parties and it may therefore be more appropriate for the additional archive research to form part of the third party works.  Building recording is not dependent on relocation.	Agreed	
l	Railway Buildings (gate piers)	Relevant Representation ( <b>RR-036-27</b> ) Local Impact	There is no further information regarding the future treatment of the gate piers. These should if possible be reused on the site, however if this is not practical they should remain	The gate piers are to be recorded as part of the station and removed as detailed in REAC Commitment CH4 (within the EMP ( <b>REP2-027</b> )).	Agreed	

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		Report ( <b>REP2-068</b> ) Section 7	with the station.			
4	<b>Emissions during construction and operation (Including noise and vibration) – Summary</b>				All matters agreed	
a	Environmental and Pollution Control	Relevant Representation ( <b>RR-036-40</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 10	<p>In addition to the mitigation measures, best practicable means for noise and vibration mitigation should be employed in conjunction with the British Standard (BS) 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.</p> <p>Best Practicable Means should also be used for all overnight lighting requirements and for the control of dust during construction.</p> <p>It is recommended that a Section 61 prior consent application under the Control of Pollution Act 1974 be made for the entirety of the works once a schedule of works has been 23obilizat. This will be particularly important for night-time works once the scope and duration of such works</p>	<p>A Construction Noise and Dust Management Plan will be developed as part of the Second Iteration of the EMP (<b>REP2-027</b>) (Annex B.3). This will include commitments to best practicable means for noise and vibration mitigation and measures from British Standard (BS) 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.</p> <p>The Construction Noise and Dust Management Plan will include a commitment to consult with PCC through a Section 61 application or a less formal means as necessary, where the Principal Contractor's preferred plant departs considerably from the assumptions within Appendix 11.5 of the ES (<b>APP-127</b>), or where works outside of the normal</p>	Agreed	

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			have been defined.	construction hours are unavoidable (for example certain tie-in works).		
b	Further detailed construction noise/vibration assessment	Relevant Representation (RR-036-41) Local Impact Report (REP2-068) Section 10	<p>Further Detailed Construction Noise/Vibration Assessments to include:</p> <ul style="list-style-type: none"> <li>The precise locations and heights of the temporary barriers is to be determined by the Principal Contractor and confirmed to the local authority as part of the further detailed construction noise assessments.</li> <li>Tie-in construction works are likely to occur during the night-time period. No plant information is available for these works at this stage; however, it is possible that moderate or major adverse impacts could occur because of these works. It is considered unlikely that the tie in works would occur adjacent to individual receptors for 10 or more days or nights in any 15 consecutive days or nights (or for a total number of days or nights exceeding 40 in any six consecutive months) and therefore noise from tie-in</li> </ul>	<p>The further information requested, is required by the following REAC commitments within the EMP (REP2-027):</p> <ul style="list-style-type: none"> <li>Commitment NV1</li> <li>Commitment NV2</li> <li>Commitment G1</li> </ul> <p>In addition EMP page 87 (REP2-027) states:</p> <p><i>“Assessment of Construction Noise and Vibration where the Principal Contractor’s preferred plant departs considerably from the assumptions within Appendix 11.5 of the Environmental Statement, or where works outside of the normal construction hours are unavoidable (for example certain tie-in works)”.</i></p> <p>Where this is required, the Principal Contractor will consult with PCC by Section 61 Control of Pollution Act application or less formal means as necessary.</p>	Agreed	

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			<p>works is unlikely to constitute a significant effect. Due to the sensitive period during which these works will occur, the Principal Contractor shall implement mitigation including further detailed assessments and the application of best practicable means of noise control.</p> <ul style="list-style-type: none"> <li>• Further detailed construction noise assessments for any overnight or weekend works where these could affect sensitive receptors for 10 or more days or nights in any 15 consecutive days or nights.</li> <li>• There are likely to be extended working hours in the summer months to take advantage of the daylight or weather. These will need to be considered in further detail as construction methods are refined and proposals for night-time work discussed and agreed with the environmental health department at the Local Authority.</li> <li>• Vibration from the static works such as structure formation</li> </ul>	<p>EMP Section 1.3.6 (<b>REP2-027</b>) states:</p> <p><i>“there are likely to be extended working hours in the summer months to take advantage of the daylight or weather. Any works undertaken out-with the hours stated above or works required during hours of darkness will be agreed with the local planning authority” receptors that are identified where necessary and possible.”</i></p> <p>The Second Iteration EMP will set out details on plant types, working hours, etc.</p> <p>The Principal Contractor’s Construction Noise and Dust Management Plan will set out further detailed mitigation.</p> <p>The EMP is secured by Requirement 4 to the Draft DCO (<b>REP5-005</b>).</p>		

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			<p>could occur for longer durations and shall be considered in further detailed construction vibration assessments by the Principal Contractor on the basis of 26obilizat work durations.</p> <ul style="list-style-type: none"> <li>Sufficient detail on plant types, duration, and location</li> </ul>			
c	Communication during construction	Relevant Representation ( <b>RR-036-48 / 049</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 10	<p>An assessment of potential construction vibration impacts has identified that significant effects would occur without mitigation at the closest receptors to vibration-generating activities. Therefore, prior warning of residents, pre-condition building surveys, restrictions on the timings of the works, and vibration monitoring are proposed as mitigation at the closest properties to these works.</p> <p>The potential effects of construction noise and vibration on local community receptors can be lessened by effective communication. Good public relations are invaluable in securing public acceptance of construction noise. People are typically more tolerant of construction noise and</p>	<p>REAC commitment G7 within the EMP (<b>REP 2-027</b>) states:</p> <p><i>“A Community Relations Officer will be appointed who will be responsible for these specific tasks and will prepare a community relations strategy to outline how these tasks will be undertaken. A forum will be established to disseminate construction information to the consultees”</i></p>	Agreed	

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			vibration if they understand the reason for it, the likely duration, start and finish dates, and that measures are being employed to reduce noise and vibration as far as practicable. Letter drops explaining this would aid communication with the local community. A dedicated site contact for the public and a complaints handling procedure shall also be put in place.			
5	<b>Landscape and visual effects – Summary</b>				Not yet agreed (some matters agreed)	
a	Mitigation proposals and trees	Relevant Representation ( <b>RR-036-034</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 11	Insufficient information has been submitted to make an informed decision/recommendation regarding the above proposals and a number of tree issues.  PCC considers that with appropriate mitigation, following the principles set out in the environmental masterplan the landscape impacts can be adequately mitigated.		Agreed	18.05.2022



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b	Arboricultural Impact Assessment / retention of trees	Relevant Representation ( <b>RR-036-035</b> ) (Landscape Implications) Local Impact Report ( <b>REP2-068</b> ) Section 11	The detail within the Arboricultural Impact Assessment (AIA) from ADAS is not clear throughout with regards to the trees to be removed/retained. Confirmation is required with regards to the retention of trees; T.97 & T.98, T.104, T.113 & T.115/T.116 & T.117 in particular.	The Arboricultural Impact Assessment (AIA) ( <b>REP4-007</b> ) contains schedules and plans identifying areas of proposed tree removal. These schedules and plans identify that all of the seven trees listed here would be retained.	Agreed	
c	Tree T18	Relevant Representation ( <b>RR-036-036</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 11	Amendments should be made to retain T.18 if at all possible, as it may be possible to 'work around' this particular tree with appropriate protection measures to BS5837:2012.  Replacement should comply with policy LP29 and mitigation / compensatory planting.	T18 (category A Oak) is identified as likely to be felled because its root protection area extends into the footprint of the proposed highway embankment.	Not yet agreed	
d	Mitigation (trees)	Relevant Representation ( <b>RR-036-36</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 11	Tree replacement numbers within the planting proposals should include additional mitigation planting numbers for direct loss of Category A & B trees to comply with the Council's Local Plan Policy LP29.	The Environmental Masterplan ( <b>REP2-024</b> ) shows the current proposals for tree planting. Requirement 5 of the draft DCO ( <b>REP5-005</b> ) sets out the requirements for a landscaping scheme, which must include planting details.  The landscaping scheme proposed includes hundreds of new trees	Agreed	



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				including individual trees and areas of new woodland planting. Planting is proposed to mitigate a number of effects including biodiversity and landscape. No specific trees have been identified to compensate for the loss of T20, however proposed tree planting has been selected in areas most suitable for new planting.		
e	Additional DCO requirement	Relevant Representation (RR-036-37)	A suitable condition should be included in any future planning approval securing the proposed landscaping/planting scheme for the overall development area within the Environmental Masterplan (EM), as previously advised when commenting on the Draft EM, dated 9th May 2021, below:	The Applicant considers that the landscape proposals set out within the Environmental Masterplan (REP2-024) provide the necessary and adequate mitigation of the potential landscape and visual effects of the proposed scheme.  PCC will be consulted as part of the Stage 5 Detailed Design (see Requirement 3 of the draft DCO (REP5-005)).	Agreed	
f		Relevant Representation (RR-036-37)	Detailed comments on the Environmental Masterplan.	The Applicant considers that the landscape proposals set out within the Environmental Masterplan (REP5-009) provide the necessary and adequate mitigation of the potential landscape and visual effects of the Scheme.	Agreed	18.05.2022

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				<p>The matters raised are matters of detailed landscape design and would not alter the levels of residual landscape and visual effects reported in ES Chapter 7 (<b>APP-045</b>).</p> <p>PCC will be consulted as part of the Stage 5 Detailed Design under Requirement 3 of the draft Development Consent Order (DCO) (<b>REP5-005</b>).</p>		
6	<b>Materials and Waste</b>		No matters of disagreement	No matters of disagreement	Agreed	
7	<b>Socio-economic effects , including the effects on the delivery of the development plan aims and objectives – Summary</b>				Agreed	18.05.2022
a	Planting proposals	Relevant Representation ( <b>RR-036-038</b> )	<p>The Council has a statutory duty to consider the Town and Country Planning Act 1990 and Section 197 – regarding the protection and planting of trees when considering any proposed development.</p> <p>The Council's Peterborough Local Plan 2016 to 2036, adopted 24<sup>th</sup> July 2019, Policy LP29: Trees and Woodland including reference to BS5837:2012 Trees in relation to design, demolition and construction – Recommendations, helps to protect and retain trees, as does the</p>	<p>Chapter 8 (section 8.3.1) of the ES, Biodiversity (<b>AS-015</b>) recognises the importance of Policy LP29 of the Peterborough Local Plan 2019. The design has evolved with the aim of avoiding trees where possible and habitat loss kept to the minimum.</p> <p>Planting of trees will take place as part of the Scheme as shown on the Environmental Masterplan (<b>REP2-024</b>).</p>	Agreed	18.05.2022

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			Council's Peterborough Tree and Woodland Strategy 2018-2028. Policy TP40.1-7.			
8	<b>Traffic and transport effects including the effects on non motorised users – Summary</b>				Not yet agreed	
a	Rights of Way	<p>Relevant Representation (<b>RR-036-4</b>)</p> <p>Relevant Representation (<b>RR-036-8</b>)</p> <p>Local Impact Report (<b>REP2-068</b>) Section 6</p>	The creation of new routes between Wansford and Sutton and the new link under the A47 toward Sutton Heath Road using the old railway bridge is welcomed.		Agreed	
b	Maintenance of new routes	Relevant Representation ( <b>RR-036-5</b> )	<p>Confirmation is required as to who will be responsible for the maintenance of these new routes and adjacent verges.</p> <p>Drawing no TR010039/APP/2.4 and HE551494-GTY-HKF-000-DR-CH-31006 shows areas of stopped up highway with a cycleway along it. Confirmation is required as to who would be responsible for the maintenance of the shared cycleway and adjacent verges.</p>	The Applicant will be responsible for the new Walking Cycling and Horse Riding (WCH) routes that form part of the Scheme and are within the Scheme boundary. Where new routes fall outside these areas, requirements for the maintenance of the new routes and adjacent verges, as shown in the Rights of Way and Access Plans ( <b>REP2-004</b> ) will be agreed with PCC. Discussions are ongoing	Not yet agreed	

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				The Applicant will maintain the stopped up A47 highway and subsequent cycleway along it (C7/A5 on the Rights of Way and Access Plans ( <b>REP2-004</b> )). Where the Sutton Drift is stopped up (A6/SU18/SU19), it is expected that PCC will continue to maintain this area along with the Sutton side road and cycleway (SU17).		
c	Maintenance of new routes	Relevant Representation ( <b>RR-036-7</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 6	The new shared cycleway alongside the new road – confirmation is required as to who will be responsible for maintenance of the surface and the adjacent verges and what will the surface be made of.	<p>The Applicant will maintain the shared cycleway surface and verges within the Scheme boundary. Outside this area it is maintenance of the cycleway surface and verges will be agreed with PCC and discussions are ongoing.</p> <p>The shared cycleway falls outside the Applicant's boundary at the new service station entrance, the sideroad connection to Sutton and also the connection into Sutton Heath Road.</p> <p>The proposed cycle track running east to west and to the south of the new A47 would be constructed with a bound macadam surface. Future</p>	Not yet agreed	

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				maintenance of the surface and the adjacent verges would be the responsibility of PCC following a transfer of the asset. Discussions are ongoing.		
d	New link to Sacrewell	Relevant Representation ( <b>RR-036-6</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 6	The new link to Sacrewell under the new road access should be available 24 hours a day for pedestrians as this forms a part of the long distance path known as the Hereward way.	The new link to Sacrewell will be a permissive route and should have the same rights as the existing route, which is currently available 24 hours a day for pedestrians. It will be closed at night for vehicles.  The proposed Sacrewell Farm access road will be a private means of access. It will also become the route of the diverted footpath Wansford Hereward Way Permissive 3.	Agreed	
e		Relevant Representation ( <b>RR-036-8</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 6	It is requested that the existing bridges on the public right of way from Sutton to Wansford be replaced/upgraded to accommodate increased use of the routes.	This is not within the scope of the Scheme.	Not yet agreed	
	Lighting in the railway underpass		PCC have requested lighting in the underpass	An assessment is being provided by the Applicant at Deadline7.	Not yet agreed	

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9	<b>Water environment effects, including any permits required from PCC as LLFA – Summary</b>				Not yet agreed	
a	Drainage	Relevant Representation ( <b>RR-036-050</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 12	<p>There are no concerns in principle with the proposed surface water drainage strategy for the proposed scheme. However, the following information is required prior to the commencement of any phase of the scheme, which can be provided by way of condition as part of the detailed design:</p> <ul style="list-style-type: none"> <li>• The condition survey of Mill Stream and Wittering Brook, including details of any existing assets or structures.</li> <li>• The temporary drainage strategy for the proposed scheme for all phases of construction, which should include but is not limited to; <ul style="list-style-type: none"> <li>○ Clarification of how all surface water will be collected and managed on site during the construction.</li> <li>○ Details of how silts will be managed and controlled prior to any outfall.</li> <li>○ A phasing plan, including a timeline for its implementation.</li> </ul> </li> </ul>	<p>REAC Commitment RD3 within the EMP (<b>REP2-027</b>) details that a temporary surface water drainage strategy will be developed and incorporated into the Second Iteration EMP.</p> <p>The requirement to consult with PCC is secured through Requirement 4 'Environmental management plan' to the Draft Development Consent Order (DCO) (<b>REP5-005</b>).</p>	Agreed	18.05.2022

Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			<ul style="list-style-type: none"> <li>Details of any pollution and water quality controls.</li> <li>Details of all temporary drainage assets, which includes but is not limited to, construction details, clarification regarding proposed permanent and temporary structures and their trigger for removal.</li> <li>A demonstration of the overland flood flow / exceedance routes for each phase of the construction.</li> <li>Construction maintenance, management and any remediation schedules required as parts of the works</li> </ul>			
b		Relevant Representation ( <b>RR-036-051</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 12	<ul style="list-style-type: none"> <li>The details of any further ground investigation.</li> </ul> <p>CCC require further clarification of how and when the results of the supplementary ground investigation will be provided for consultation, as such this issue is not yet agreed.</p>	<p>Supplementary ground investigation (GI) works are scheduled for 2022. This GI will target areas where information is currently limited, such as the eastern portion of the proposed alignment that has been moved northwards since GI works in 2018.</p> <p>The GI will also target areas of concern in terms of existing areas of earthwork instability, such that appropriate solutions can be</p>	Not yet agreed	

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				<p>designed to mitigate any slope slippage risks identified.</p> <p>Investigative techniques include drilling of boreholes, excavation of trial pits, in-situ testing including strength tests, and infiltration tests to aid design of proposed attenuation ponds within the scheme.</p>		
c	Surface water drainage strategy for the operational scheme	Relevant Representation ( <b>RR-036-52</b> ) Local Impact Report ( <b>REP2-068</b> ) Section 12	<ul style="list-style-type: none"> <li>A full and up to date surface water drainage strategy for the operational scheme, which includes but is not limited to the following: <ul style="list-style-type: none"> <li>Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;</li> <li>Any works required off-site to ensure adequate discharge of surface water without causing</li> </ul> </li> </ul>	<p>REAC Commitments RD6 – RD11 within the EMP (<b>REP2-027</b>), define measures which will be implemented to protect receiving waterbodies from any impact from the Scheme. Delivery of these commitments, including the requirement to consult PCC is secured through Requirement 4 'Environmental Management Plan' to the Draft DCO (<b>REP5-005</b>).</p> <p>REAC commitments RD6-RD11 will be developed and incorporated into the Second Iteration of the EMP.</p>	Agreed	18.05.2022



Ref No.	Issue	Document Reference (if relevant)	Peterborough City Council Comment	National Highways Response	Status	Date
			<p>flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <ul style="list-style-type: none"> <li>○ A timeline for its implementation;</li> <li>○ Full and up to date drainage strategy drawings;</li> <li>○ Construction/ technical details of all drainage assets;</li> <li>○ Cross sections for all attenuation and infiltration basins;</li> <li>○ Details of the erosion protection measures for all proposed outfalls and the proposed interception drainage;</li> <li>○ Confirmation of the surface water drainage proposals at Upton Drift Road;</li> <li>○ Final overland flood flow routes/exceedance routes;</li> <li>○ A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or</li> </ul>			

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			<p>statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.</p> <ul style="list-style-type: none"> <li>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details. Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.</li> </ul>			
10	<b>Draft DCO Articles &amp; Requirements</b>		The powers sought under the DCO compared with s278 are still under consideration		Not yet agreed	
12	<b>Design</b>				Not yet agreed	
	Access to Upton	Relevant Representation (RR-036-2)	We want the A47 Wansford to Sutton dualling and do not have any technical engineering objections to the plans. A critical issue with this scheme has been access to the village of Upton and we are pleased that HE have been undertaking meaningful dialogue with the village in	See Applicants Response to Relevant Representations ( <b>REP-010</b> ) - Common responses E and F.	Not yet agreed	

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			recent months. It is important that the right mitigation is put in place to ensure that Upton are not negatively impacted upon by this scheme.			
44	Sutton Heath Road	Relevant Representation (RR-036-3)	The majority of the technical issues have been addressed through the informal consultation process. However, there remains the need for some clarity relating to the severing of Sutton Heath Road and how the resulting dead end (for motorists) will be best used once the dualling has been completed. The approach seems unclear as different documents seem to reference either simply gating it off to provide pedestrian, cyclist and landowner use, or stopping up the land in question. The Local Highways Authority is content that a suitable solution can be reached however there will be a requirement for an agreement that will best suit the general public and not attract anti-social behaviour.	See Applicants Response to Relevant Representations ( <b>REP-010</b> ) - Common Response C.  With the new gated access it is not considered that this 'dead end' would attract anti-social behaviour.	Not yet agreed	
	Landscape Planting (highways)	Relevant Representation (RR-036-04)	On the overall scheme we have an additional request from our Natural & Historic Environment in that where shelterbelt is proposed that margin of at least 5m of grass is achieved between such and the road edge.	It would be in the interests of landscape mitigation if trees could be planted 5m back from local highway authority adopted roads (i.e. less than is typically required within the national trunk road network). This	Agreed	

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				can be discussed with PCC and if agreed progressed during the detailed design stage.		