

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 8

8.12 Statement of Common Ground with the William Scott Abbott Trust

Planning Act 2008

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

May 2022

Infrastructure Planning

Planning Act 2008

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

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

**8.X STATEMENT OF COMMON GROUND WITH THE
WILLIAM SCOTT ABBOTT TRUST**

Rule Number	Rule 8(1)(e)
Planning Inspectorate Scheme Reference	TR010039
Application Document Reference	8.12
BIM Document Reference	PCF STAGE 4
Author	A47 Wansford to Sutton Project Team, National Highways

Version	Date	Status of Version
Rev 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) the William Scott Abbott Trust

Signed

Chris Griffin

Programme Leader

On behalf of National Highways

Date:

Signed

NAME.....

POSITION.....

On behalf of William Scott Abbott Trust

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 (“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 (APP-40).

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/>

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) the William Scott Abbott Trust (‘the Charity’).

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. The legislation establishing National Highways 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 National Highways.

1.2.3 Sacrewell Farm is a heritage farm and country centre. It is part of the William Scott Abbott Trust. It is run as a charity by William Scott Abbott Trust with the aim to connect and educate various groups of people, especially students, by organising school visits and give insight education into farm life and heritage.

1.3 Terminology

1.3.1 In the table in Section 3 ‘Issues’ of this SoCG the following terminology is used:

- “Agreed” indicates where the issue has been resolved
- “Not Agreed” indicates a final position
- “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.

- 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 Charity, 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 Charity.

2 RECORD OF ENGAGEMENT

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

Table 2-1: Record of Engagement

Date	Form of Correspondence:	Key topics discussed
04/02/2020	Letter	Regarding non-intrusive environmental surveys that will be conducted on their land. Week prior to this, license agreements sent out for archaeological trenching.
15/04/2020	Meeting	Meeting held to discuss Sacrewell Farm entrance way with HE PM and Lands team
22/07/2020	Meeting	Scheme update meeting with HE SPM, PM and APM
15/10/2020	Project Update Brochure 2020 & Letter	
19/11/2020	Response to Targeted Consultation received	Response provided raising concerns regarding land take, boundaries, access, ecology and other site-specific matters
22/1/21	Meeting	Meeting with GT SPM and Design Manager to provide update
10/2/21	Meeting (Microsoft Teams)	Scheme update meeting with integrated project team to provide update on the Scheme. Access, Environment and Anti-Social behavior concerns discussed
16/4/21	Meeting (Microsoft Teams)	Meeting with integrated project team to discuss agreement with Historic England for the Scheme to enter Scheduled Ancient Monument. Future land ownership, A1 House access and the Road Safety Audit were also discussed
13/09/21	Meeting (held at Sacrewell Farm)	Meeting held to discuss and reach common appreciation of opportunities and constraints around ecological and hydraulic aspects of water voles and mill pond.
13/10/21	Meeting (Microsoft Teams)	Meeting held to discuss draft Statement of Common Ground

Date	Form of Correspondence:	Key topics discussed
10/12/2021	Meeting (Microsoft Teams)	Feedback from meeting with Cambridgeshire Constabulary Designing Out Crime Team
10/05/2022	Meeting	General scheme update

- 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) the Charity in relation Sacrewell Farm and in relation to matters addressed in this SoCG.

3 ISSUES

Table 3.1

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
3.1.1 Draft DCO	Response To Consultation	<p>The Charity objects to the use of Article 30 by National Highways to access land for construction works ahead of the issue of a valid General Vesting Declaration (GVD).</p> <p>The Charity demands and requires that no works take place on the A47, including vegetation clearance and specifically no construction works, until a valid (GVD) has been issued and lawful entry taken by National Highways</p>	<p>We assume this is Article 34 as the draft DCO has been updated.</p> <p>Article 34 of the draft DCO (REP5-005) would enable National Highways to take temporary possession of the land set out in Schedule 7 (land of which temporary possession may be taken) while the works are carried out. This is land which is required during construction of the Scheme but which is not required permanently (shaded green on the Land Plans (REP5-002) (see Annex C to this document). The authorisation of temporary possession of the land in Schedule 7 prevents National Highways having to permanently acquire land which is required to construct the Scheme but which is not needed permanently and therefore assists in minimising the interference with landowners' rights.</p> <p>Article 34 also allows for the</p>	Not agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			<p>temporary occupation of any of the land within the order limits intended for permanent acquisition (shaded pink on the Land Plans (REP5-002) (see Annex C to this document) that has not yet been acquired through the execution of a General Vesting Declaration (GVD).</p> <p>The temporary possession of this land in advance of permanent acquisition is required to enable National Highways to meet its construction programme an indicative version of which is to be found in the Environmental Management Plan (EMP) (REP6-001). National Highways must also explain the purpose for which entry is taken in respect of land not yet acquired through a GVD prior to entry.</p> <p>The temporary possession powers in Article 34 would authorise National Highways to:</p> <ul style="list-style-type: none"> a. remove buildings and vegetation from the land; b. construct temporary works 		

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			<p>(including accesses) and buildings on the land; and</p> <p>c. construct any permanent works specified in Schedule 7 to the DCO.</p> <p>National Highways cannot remain in temporary possession of land specified in Schedule 7 for more than a year after completing the relevant part of the Scheme unless the owner of the land agrees. Similarly, National Highways cannot remain in possession of other Order land for more than a year after completing the work for which temporary possession was taken, unless before the end of that period National Highways has made a GVD or served notice of entry in relation to that land.</p> <p>The rationale for the approach taken by National Highways is that it reduces the amount of land that is required to be subject to outright acquisition.</p> <p>National Highways will look to agree land purchase by</p>		

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			agreement.		
3.1.2 Land Acquisition / Compensation	Response To Consultation	Scheme boundary	Since the Targeted Consultation, the scheme boundary, along with permanent and temporary land take, has been reviewed. The Scheme takes no more land than is required.	Agreed	20/10/2021
3.1.3 Option to purchase land used for mitigation purposes	Response To Consultation	National Highways is to provide the Charity with the option to purchase land utilised for ecological, environmental or flood mitigation measures post construction. The value is to be at market value and subject to covenants for future maintenance. This is to protect the Charity's former ownership that may have been subject to a GVD from being acquired by an unrelated third party that may have a detrimental impact on the Charity.	Once the works have been completed, the land is to be returned to the Charity's ownership with conditions attached where environmental mitigations have been undertaken to ensure they remain permanent. Where voluntary arrangements for the transfer of land to National Highways from the Charity are secured then National Highways will be prepared to accommodate the Charity's wishes by granting pre-emption or option rights in favour of the Charity for transfer back to the Charity at market value subject to covenants for future maintenance.	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
3.1.4 Accessibility	Response to Consultation	National Highways are seeking to acquire land from the Charity and to develop it in a manner that has the potential to have far reaching effects on accessibility to Sacrewell Farm and the welfare of its many different visitor groups, businesses and residents.	<p>The Scheme takes no more land than is required.</p> <p>The Scheme is providing a new dedicated access to Sacrewell Farm that will facilitate ongoing access for its visitor groups, businesses and residents.</p> <p>The District Valuer will work with the Charity to agree detailed Heads of Terms for land acquisition and specifications around landscaping measures.</p>	Agreed	20/10/2021
3.1.5 Boundary treatment	Response to Consultation	The Charity has experience of the considerable difficulties caused, and continue to be caused, by an inaccurate and sloppy reconciliation of boundary features to the General Vesting Declaration boundary. National Highways failed on the A14 to ensure that boundaries were reconciled to avoid random strips of land being left in “no mans’ land” between the freehold ownership and the scheme boundary. This	<p>National Highways will work with the Charity to ensure that no areas of “no man’s land” are created by the Scheme.</p> <p>The District Valuer will work with the Charity to agree detailed Heads of Terms for land acquisition and specifications.</p>	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		is a vital issue that requires serious consideration at the outset. The GVD boundary must be got right first time round.			
3.1.6 Permanent Access / Design	Response to Consultation	<p>The Scheme includes a new permanent access (including an underpass) to provide access to Sacrewell Farm</p> <p>Please explain why the access to Sacrewell Farm is shown as being subject to permanent land take. This is not necessary. The improved access arrangements should be dealt with as an Accommodation Work. Neither permanent nor temporary land take is necessary. There is no justification for land take adjoining (name redacted) operational property.</p>	<p>Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm.</p> <p>In order to deliver the Scheme, the proposed works to the Sacrewell Farm access are required. The areas required for access are therefore shown as permanent land take to enable National Highways to secure the provision of this safe access to Sacrewell Farm and for the grant of rights to others for use of the access. If this land is not subject to the permanent compulsory acquisition powers contained in the DCO, National Highways will be unable to demonstrate to the Examining Authority that this new access to Sacrewell Farm can be provided as part of the Scheme.</p> <p>The intention is, however, subject to agreement with the landowner,</p>	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			not to permanently take ownership of the land, but to return the land to the landowner once the new access has been completed and the DCO shall grant the necessary easement rights to enable the Charity to utilise the access for all purposes, and at all times and for all utility services as the Charity may require. The access shall then be conveyed to the Charity for a sum to be agreed by all parties on completion of the Scheme. If the Charity have an easement granting rights of access, then the freehold value will be nominal.		
3.1.7 Consideration of the impact of the Scheme	Response to Consultation	National Highways must ensure that the Charity has the opportunity to fully consider the impact of the Scheme on the Charity in advance of the Inquiry and respond accordingly	The Scheme has now been submitted for Examination. The Charity will have the opportunity to comment on the proposals during the Examination process.	Agreed	20/10/2021
3.1.8 Design approach/ size of underpass	Response to Consultation	The design of the approach to Sacrewell Farm must be attractive and inviting to our core demographic of young families and retired tourists.	The access and underpass for Sacrewell Farm has been designed to allow access for all vehicle types that will need to pass through it. The Environmental Masterplan	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		The underpass must be large enough to allow large agricultural equipment (combine harvesters) and high sided articulated lorries to pass through.	(REP5-009) shows the landscaping proposed for the entrance to Sacrewell Farm. This will encompass planted trees, hedgerows and fencing along with species rich grassland.		
3.1.9 Noise and visual impact	Response to Consultation	The new A1/A47 eastbound slip road will be at a higher elevation than currently. The road itself and heavy eastbound traffic will become much more visible and have a considerable acoustic impact on the Grade II* listed watermill (recently restored with the help of £1.4m from the Heritage Lottery Fund) thereby prejudicing the historic setting and the reason why visitors come to Sacrewell. There is significant risk of repayment of the £1.4 million to the Heritage Lottery Fund if footfall decreases as a consequence of the Scheme. The elevated road will also be more visible and have a greater acoustic impact on the Visitor Centre at	<p>Noise surveys and visual and cultural heritage assessments have been undertaken for the Scheme and from these assessments, it has been concluded that acoustic noise fencing or bunds are not required to mitigate noise or visual impacts of the Scheme in this location.</p> <p>The Environmental Masterplan (REP5-009) shows the landscaping proposed for the perimeter of Sacrewell Farm. This will encompass planted trees, hedgerows, shrubberies and ecological fencing along with species rich grassland and will provide visual screening.</p> <p>The design of the scheme involves the use of low noise road surfacing which will mitigate the majority of</p>	Not agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		Sacrewell Farm, particularly the farm animal pens enjoyed by families and the 88 camping pitches surrounding the site, undermining the enjoyment of the site by families and the reason why they come to Sacrewell. Public access is encouraged around the restored mill pond to experience wildlife and recreation within this heritage setting. The closer proximity of the road and its elevation will result in greater noise prejudicing the heritage setting and enjoyment by visitors of this existing wildlife sanctuary.	the impact of the new dedicated slip road from the A1 southbound to the A1 eastbound. Chapters 6, 7 and 11 of the Environmental Statement submitted as part of the DCO application show the findings of the noise surveys and visual and cultural heritage assessments for the Scheme.		
3.1.10 Issues re land at B		The Charity continues to own the land and liability for the trees within the heart of the highway network at B (see Annex A to this SoCG). The Charity's ownership of this land and responsibility for the management of the trees planted under a former National Highways scheme and which is	National Highways will be taking temporary possession of the land highlighted at B as part of the works. The Charity owns the area of land highlighted in B (see Annex to this SoCG) and will continue to do once the Scheme is completed and the	Not agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		encircled by the existing highway network is a road safety hazard. Access to the land is highly challenging and risks road safety and then managing trees to ensure none fall onto the A1 or the adjoining slip roads continues to be a challenge that should be undertaken by National Highways as the specialists.	<p>maintenance of the land parcel would still fall to the Trust.</p> <p>This land is not required for the construction of permanent works and National Highways are unable to compulsorily purchase land that is not required as part of the Scheme.</p>		
3.1.11 Slip roads	Response to Consultation	<p>Longer slip road for southbound A1 traffic entering the Riverford entrance</p> <p>The safety of the A1 Southbound carriageway and new A1/A47 eastbound slip road will continue to be compromised if the slip road off the A1 to Riverford at K (see Annex A to this SoCG) is not improved. Traffic currently backs up on the A1 southbound carriageway due to the roundabouts on the existing A1/A47 junction. This risk will be reduced with the proposed priority slip road onto the eastbound A47. The slip</p>	<p>Alteration of A1 junction / slip road highlighted at this location are not part of this scheme.</p> <p>A Road Safety Audit has been carried out as part of the scheme design and there been no concerns raised with the access at K. Further Road Safety Audits will be carried out in Stage 5 of the Project, on the day the road opens to traffic and at 6 and 18 months after the Scheme has opened.</p> <p>Should any issues emerge, National Highways will have to look to address them.</p>	Agreed	

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		road to Riverford at K however remains very short and dangerous especially as it is used by articulated lorries and agricultural machinery exiting and joining the A1.			
3.1.12 Anti-social behaviour	Response to Consultation	<p>Ownership of the land immediately south of the current A47 just off the A1/A47 junction.</p> <p>Careful landscaping of this land is vital to mitigate the damage caused by the A47 to the approach to Sacrewell Farm. Reassurance is required that the landscaping proposals will ensure that this land does not become a magnet for the traveller community nor for anti-social behaviour including drug and alcohol abuse as experienced in HE's retained ownership adjoining for many years.</p> <p>The Charity tabled a draft sketch design for the treatment of the access and approach to the</p>	<p>National Highways acknowledges that anti-social behavior takes place in the vicinity of the Charity's entrance.</p> <p>This includes lewd acts as well as alcohol and substance abuse.</p> <p>These lewd acts as well as substance and alcohol abuse have historically impacted National Highways owned land at the Picnic Area with National Highways taking mitigating action to prevent these activities occurring at this location.</p> <p>National Highways met with the Cambridgeshire Constabulary Designing Out Crime team on 5th November 2021 to discuss our proposals at the entrance to Sacrewell Farm. During the meeting we were advised that there have been no reports of</p>	Agreed	10/12/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		<p>underpass on 14th October 2021, a copy of which is annexed hereto. The proposal incorporates fencing, lighting, CCTV, high gates and stone wing walls, double yellow lines and comprehensive landscaping proposals all to make the entrance to the Charity attractive to paying customers whilst deterring loitering and specifically access to the underpass.</p>	<p>crime in the area and the design and that we were doing far more than would be expected by gating the entrance.</p> <p>The National Highways project team are acutely aware of the concerns that the Charity and other communities in the area have regarding anti-social behavior in this area and will look to work with the Charity to address this matter during the detailed design stage, which is due to start in February 2022.</p> <p>Areas for consideration during detailed design will include:</p> <ul style="list-style-type: none"> • Separate gated access for vehicles and pedestrians • Embankment positioning • Provision / laying of power / fibre optics cables • Provision of anchor bolts for farm signage / banners 		

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
3.1.13 Accumulation of litter and debris	Response to Consultation	<p>Accumulation of litter and debris off the A47</p> <p>The land at G (see Annex to this SoCG) is too small to farm and is also to be bisected by the footpath. Debris and litter will accumulate on the land which will become a liability for the Charity.</p>	<p>The area of land highlighted at G is owned by Mary Gilbert (deceased) with the estate in the process of probate. National Highways are currently in discussions to purchase the land required for the Scheme with Ms Gilbert's estate retaining the remainder for resale</p> <p>Land owned by National Highways will be maintained by the company.</p>	Agreed	20/10/2021
3.1.14 Removal of the existing access to Sacrewell Farm	Response to Consultation	The existing access could become surplus waste land at risk of accumulating rubbish and debris and so become a liability for the Charity.	The existing access will be returned to agricultural land before being handed back to the Charity.	Agreed	20/10/2021
3.1.15 Access and business continuity during construction	Response to Consultation	The Charity must be able to properly assess the impact of the Scheme on its estate and be properly informed during the construction phase.	<p>The Scheme has now been submitted for Examination. The Charity will have the opportunity to comment on the proposals during the Examination process.</p> <p>National Highways and Galliford Try will continue to liaise with the Charity and keep them updated as to the construction programme.</p> <p>A Community Relations Officer will be appointed during the</p>	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			construction phase to manage communications as required.		
3.1.16 Shared access to remainder of the farmland	Response to Consultation	Any shared access used by Sacrewell Farm and their tenant, (Riverford Organics) to farm the remainder of the land outwith the DCO must be made good on completion of construction. During the construction period, no access shall be impeded to the remainder of the farmland.	Access to the remainder of the farmland will be maintained during the construction period. Any temporary land or existing farm accesses used for the construction of the Scheme will be returned to their former state (or better) following completion of the works.	Agreed	20/10/2021
3.1.17 Maintaining access to Sacrewell Farm	Response to Consultation	During construction it is vital that HE retain excellent signage and unencumbered access to the attraction that is open to the public. It is also a charity. Failure to maintain good access at all times will threaten its existence. Sacrewell Farm require early consultation on access and signage, and the undertaking of major works, so that they and HE can work together to minimise the impact.	National Highways and Galliford Try will continue to liaise with the Charity and keep them updated as to the construction programme and will wherever possible consult the Charity 12 months ahead of the commencement of works to ensure the Charity can adjust its programme of events to work with National Highways. Access to the attraction will be maintained throughout construction and appropriate signage to the venue will be provided to facilitate this.	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		18 months prior notification of the proposed programme of works is necessary to ensure events staged at Sacrewell Farm can be managed alongside the HE works to the A47.	The stakeholder and customer team will provide regular updates regarding the progress of construction. A Construction Phase Plan and Traffic Management Plan will be developed at the detailed design stage and we will be able to communicate these plans to the Charity once they are available.		
3.1.18 Permanent fencing	Response to Consultation	It is desirable to erect permanent fencing wherever possible early in the scheme. Boundaries must be effectively reinstated between the temporary and permanent land take.	Permanent fencing will be erected as soon as possible once the construction of the Scheme commences. Erection of fencing will be dependent on the actual works in a particular location with permanent fencing only being able to be erected once works in the area have completed.	Agreed	20/10/2021
3.1.19 Temporary fencing	Response to Consultation	If HE insist on temporary fencing being used then a programme of annual maintenance is required. Temporary fencing wire can cause damage to machinery. This results in cost of repairs but	All temporary fencing will be regularly maintained to ensure it is in good condition to avoid damage to machinery and it will be removed as soon as possible when it is no longer required.	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		also reduced productivity due to downtime for machinery resulting in yield loss			
3.1.20 Maintenance of temporary fencing	Response to Consultation	<p>National Highways must ensure that in respect of temporary and permanent fencing top wire ecology markers are added to all fencing along the scheme to ensure that wildlife and specifically barn owls can “see” where the top wires are. Top wires kill barn owls. This needs to be embedded in HE design standards.</p> <p>HE must not use the small metal marker flags on the A47 to help mark out the scheme. These are dangerous to wildlife and particularly to bovines.</p>	<p>As the construction methodology for the Scheme is developed National Highways will continue to work with the Charity regarding the use of top wire ecology markers and will use best endeavors to ensure they are used to protect wildlife. However the top wire markers will not be used if there are sound ecological or cost reasons not to.</p> <p>National Highways will continue to work with the Charity and will look to avoid the use of small metal marker flags wherever possible. National Highways retains the right to use these markers if there is no suitable alternative.</p>	Agreed	20/10/2021
3.1.21 Temporary land take	Response to Consultation	The extent of temporary land take is excessive and National Highways need to justify the necessity of this land being used.	Temporary land take is required to facilitate the construction of the Scheme. In particular, temporary land take is required to reduce the amount of land that is subject to permanent compulsory acquisition	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		As the temporary land take is to be reinstated to farmland, the impact of heavy machinery on the soil structure, drainage and quality of land returned will be considerable. For this reason the extent of land take must be reduced.	and to facilitate the delivery of the Scheme's tight construction programme (see response at paragraph 3.1.1 above). The areas of land needed for temporary possession have been given careful consideration and kept to a minimum. Any temporary land used for the construction of the Scheme will be returned to its former state (or better) following completion.		
3.1.22 Risk of contamination	Response to Consultation	Risk of contamination to the temporarily taken land.	Chapter 9 of the Environmental Statement Geology and Soils (REP2-012) sets out the assessment of likely contamination along the route of the A47 and mitigation measures proposed. Requirement 6 to the draft DCO (REP5-005) identifies measures that will be required should contamination be found. The Environmental Management Plan (EMP) (REP6-001) includes measures to prevent and control potential pollution during the construction phase. The EMP is	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			secured by Requirement 4 to the Draft DCO (REP5-005). Risk assessments and mitigations will be undertaken to ascertain and control any ground contamination risks as a matter of course.		
3.1.23 Soils and Drainage	Response to Consultation	The NFU and NFU standards on soil and drainage management should be adhered to ensure best practice, specifically given the soils are registered as organic.	The effect on soils and geology has been considered and is summarised in Environmental Statement Chapter 9 Geology and Soils (REP2-012). The EMP (AS-027) provides for a Soil Management Plan (SMP) to be developed to help preserve soil quality on the temporary land take areas. The EMP is secured by Requirement 4 to the Draft DCO (REP5-005).	Agreed	20/10/2021
3.1.24 Soil quality	Response to Consultation	Inadequate separation of subsoil and top soil, correct storage of soils during construction works and correct laying of subsoil and top soils post construction. Land stripped of soils during the Scheme and returned to agricultural production after the	The EMP (REP6-001) provides for a Soil Management Plan (SMP) to be developed to help preserve soil quality on the temporary land take areas. The EMP is secured by Requirement 4 to the Draft DCO (REP5-005). Land taken temporarily will be	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		Scheme must be undertaken with regard to a Soils Management Strategy.	returned to the Charity at the standard it met prior to the taking of temporary ownership. National Highways will continue to engage with the Charity throughout the detailed design stage regarding any Soil Management Strategy that will be employed across the Scheme.		
3.1.25 Severance of land drainage	Response to Consultation	Severance of land drainage. The land drains are likely to be severed by the Scheme resulting in 'income foregone' claims on the Charity's retained land during construction until a remediation scheme can be implemented.	Any land drains discovered during construction will be accommodated onsite through liaison with the design team to ensure that the flow route is maintained to the outfall as far as possible. The drainage specialists for the scheme will engage with the Charity and their tenant, Riverford Organics, during the detailed design stage to discuss the land drains and how any potential severance would be resolved.	Not Agreed	20/10/2021
3.1.26 Flood risk		The environmental impact and flood risk needs to be clarified and the environmental mitigation steps to be taken to negate this.	The environmental impact of the Scheme has been assessed and the outcome, together with the mitigation measures proposed, is	Agreed	20/10/2021

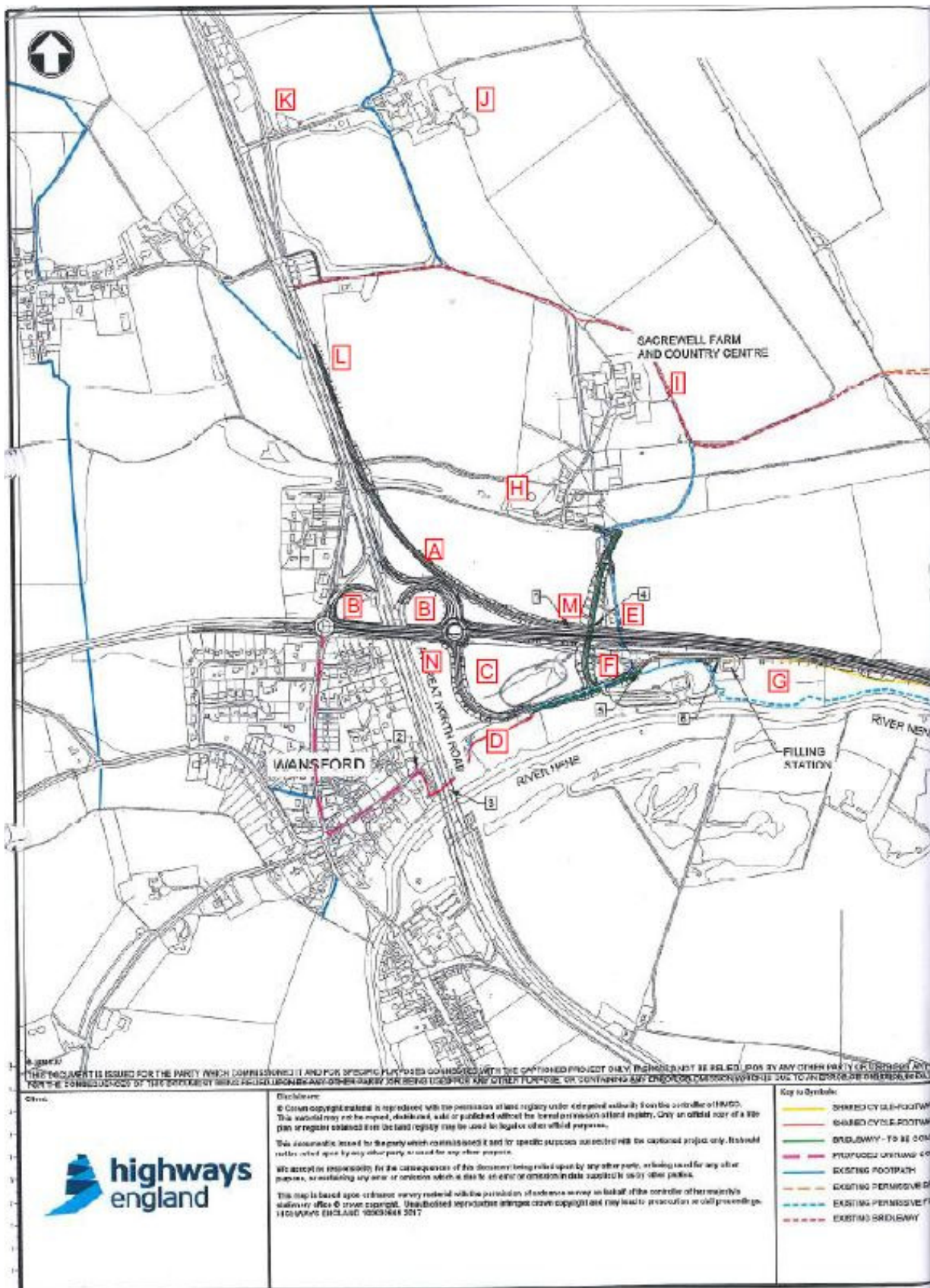
Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			<p>reported in the Environmental Statement.</p> <p>A flood risk assessment has been undertaken Appendix 13.1 (REP3-014).</p> <p>The Scheme's effect on the water environment is assessed in the Environmental Statement Chapter 13 Road Drainage and the Water Environment (REP3-011).</p> <p>The Scheme is not expected to give rise to significant adverse (moderate or greater) residual effects during the construction or operational phases with the adoption of mitigation measures discussed in section 13.9 of the chapter. Mitigation measures for flood risk, such as flood compensation areas, have been embedded in the design.</p>		
3.1.27 Walking, Cycling and Horse-riding	Response to Consultation	Any footpath, bridleway or other public byway which is to be diverted as a result of the works must be declared.	The new and diverted Walking, Cycling and Horse-riding (WCHR) routes proposed as part of the Scheme are set out on the Rights of Way and Access Plans (REP2-004) and described in Chapter 12	Agreed	20/10/2021

Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
			<p>Population and Human Health of the Environmental Statement (REP4-004).</p> <p>It has been agreed that the new route to be provided at Sacrewell Farm as part of the Scheme will tie into the existing bridleway at Sacrewell Farm as it will also form a means of access for visitors to the site.</p>		
3.1.28 Location of Construction Compound		Discussions around the location / size of the construction compound	<p>An area of land (marked as plot 3/2c on the Land Plans (REP5-002) (see Annex C to this document) will be acquired temporarily and utilised as a construction compound and for material storage as part of the Scheme.</p> <p>This area of land will be returned to its current condition upon completion of the works.</p>	Agreed	20/10/2021
3.1.29 Water Vole relocation	13/09/21	Discussions around water voles - requirement of minimum 30 cm water depth and banks above water level to burrow in. The	<p>The water vole stream is to be restored to its original likely course with provision to feed the mill, and raised at lower end.</p> <p>Topographical/hydraulic surveys</p>	Agreed	20/10/2021

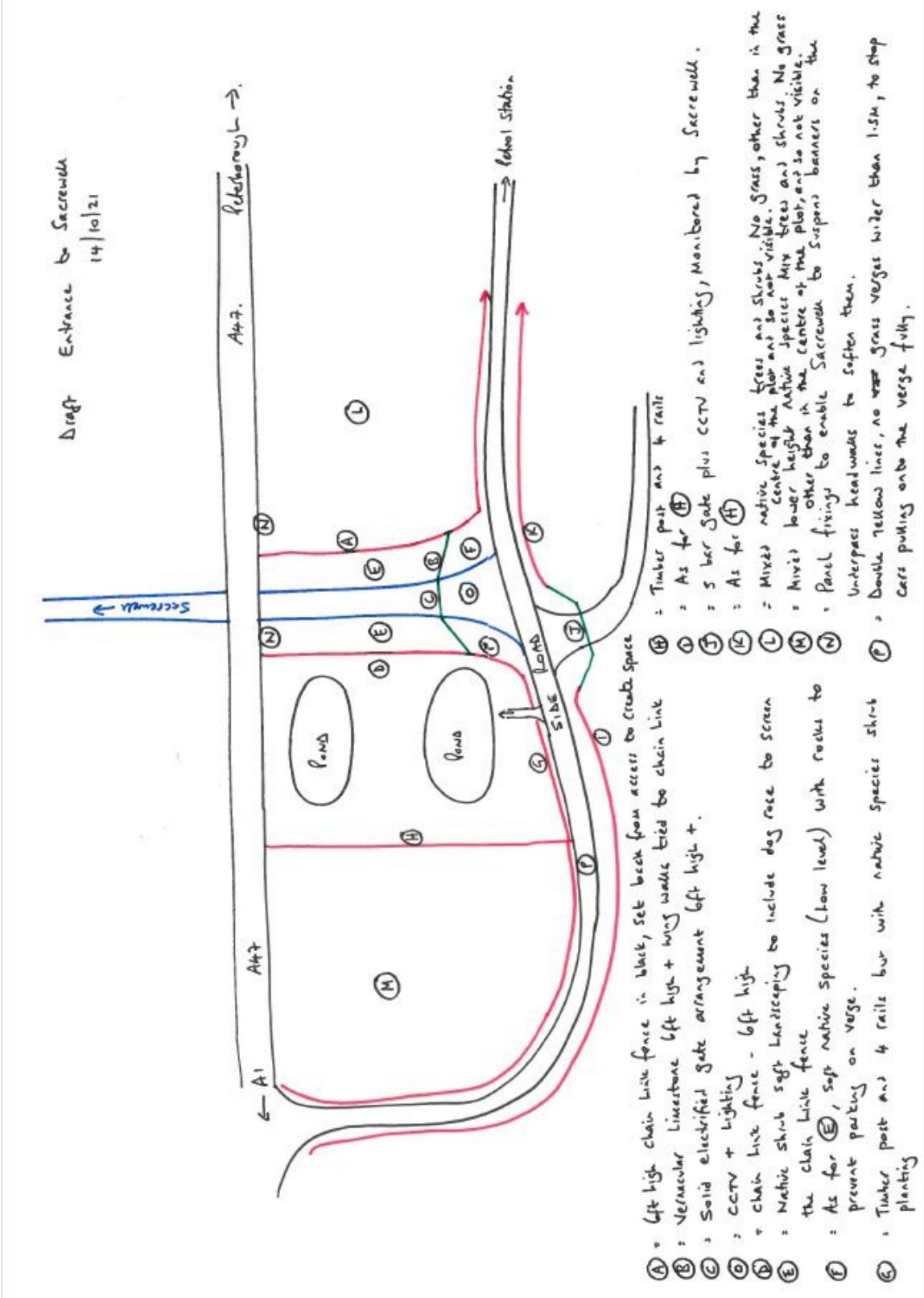
Issue	Document Reference (if relevant)	William Scott Abbott Trust	National Highways Response	Status	Date
		water flow to mill pond cannot be reduced.	<p>would be carried out to develop a hydraulic model to ensure a workable solution as part of mitigation works. This would be followed by optioneering, consultation with the Environment Agency and the development of the detailed design.</p> <p>Discussions are ongoing with Sacrewell Farm to further develop proposals for the area following the on-site meeting on 13th September 2021.</p>		
3.1.30 Archaeology	Meeting 16/04/2021	Archaeology was discussed during the April 2021 meeting following confirmation that the scheme will encroach onto the SE corner of the ancient monument	Archaeological works will need to be undertaken on the Charity's land. National Highways will continue to engage with the Charity regarding the timings and requirements for these works.	Agreed	20/10/2021

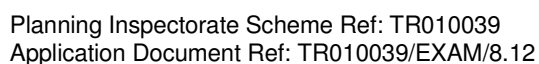
ANNEX

Annex A

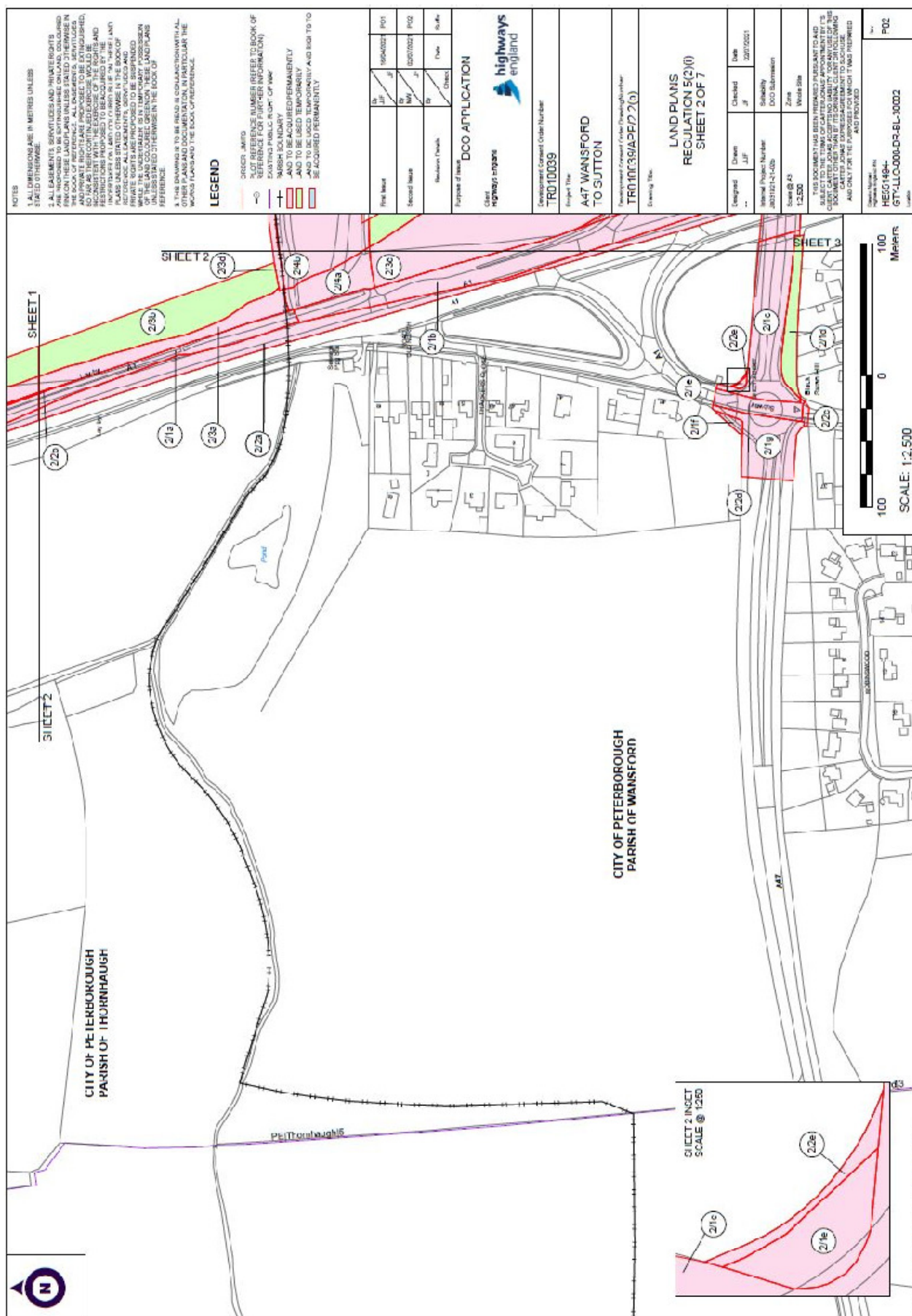


Annex B – Draft Charity Sketch





Planning Inspectorate Scheme Ref: TR010039
Application Document Ref: TR010039/EXAM/8.12



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