

A417 Missing Link
TR010056

7.3.6 Statement of Common Ground with Gloucestershire Wildlife Trust

Planning Act 2008

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

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

A417 Missing Link

Development Consent Order 202[x]

Statement of Common Ground with Gloucestershire Wildlife Trust

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Gloucestershire Wildlife Trust (GWT) in relation to the A417 Missing Link scheme.
- 1.1.2 The document identifies the following between the two parties:
- Matters which have been agreed; and
 - Matters currently outstanding (not agreed, or subject to ongoing engagement during detailed design and construction).
- 1.1.3 The matters which are referenced in this document are those which are considered to be of material difference. Other lesser matters, such as those that concern amendments to supporting documents, will be reported on in the Consultation Report or addressed in the Environmental Statement (ES) submitted as part of the Development Consent Order (DCO) application.
- 1.1.4 Where matters are outstanding because they are subject to ongoing engagement during detailed design and construction, these are categorised as such in Table 5-1 to reflect the need for ongoing discussions beyond Examination.
- 1.1.5 This document has been prepared in accordance with Department for Communities and Local Government (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process¹.

1.2 Structure of this SoCG

- 1.2.1 The SoCG is structured as follows:
- Section 2 states the role of GWT in the application and sets out the consultation undertaken with GWT since Preferred Route Announcement in March 2019.
 - Section 3 summarises the topics considered within the SoCG.
 - Section 4 lists those matters which have been agreed, including the date that the matter was agreed.
 - Section 5 lists those matters which remain outstanding, incorporating a description of the matter; the position of both parties; any actions taken to address the matter; and the date of the latest position, including any further meetings planned regarding the matter.
- 1.2.2 Appendix A includes the signing sheet.
- 1.2.3 Appendix B includes the Landowner Position Statement with GWT.

1.3 Status of this SoCG

- 1.3.1 This SoCG presents the final position of both parties during Examination, submitted at Deadline 9 (16 May 2022).

¹Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

2 Consultation

2.1 Role of Gloucestershire Wildlife Trust

- 2.1.1 GWT is the largest environmental charity solely focused on Gloucestershire. The Trust has a vision where each year there is more wildlife, more wild places and more people with a connection to the natural world. In delivering this vision, the Trust looks after 51 nature reserves, covering 1,110 hectares, and manages the county database of over 1,000 Local Wildlife Sites. The Trust's work is made possible by 40,000 active local supporters, including more than 28,000 members, representing five per cent of households in the county.
- 2.1.2 GWT owns two nature reserves that are wholly or partly within the DCO Boundary of the A417 Missing Link scheme. Crickley Hill is jointly managed and owned by the National Trust (NT) and GWT, whilst Barrow Wake is solely owned by GWT but managed in partnership with the NT. The two sites form a Site of Special Scientific Interest (SSSI), designated for its nationally important species-rich grassland, scrub and semi-natural woodland, with notable ancient trees.
- 2.1.3 This SoCG deals with issues that are relevant to GWT in its capacity as an affected landowner under section 42(1)(d) of the Planning Act 2008 (the Act) and in its capacity as a local environmental organisation.

2.2 Summary of consultation

- 2.2.1 Highways England has been in consultation with GWT during the development of the scheme's design, including the optioneering process. The parties have continued communicating throughout the progression of the scheme.
- 2.2.2 GWT has been a member of the Strategic Stakeholder Panel (SSP) and Landscape, Environment and Heritage Technical Working Group. It has occasionally attended the Walking, Cycling and Horse riding Technical Working Group (WCH TWG) when their availability and capacity has allowed. GWT has also been party to collaborative planning sessions; see Chapter 4 of the Consultation Report (Document Reference 5.1, APP-027) for more information.
- 2.2.3 The engagement outlined in Table 2-1 covers formal consultation with GWT, and engagement which pertains to matters raised in this SoCG. Other exchanges, such as requests for information or clarification points are not detailed below but are available on request.
- 2.2.4 The consultation with Gloucestershire Wildlife Trust since the Preferred Route Announcement (PRA) in March 2019 is set out below, within Table 2-1.

Table 2-1 Consultation with Gloucestershire Wildlife Trust since Preferred Route Announcement

Date	Method	Parties involved	Matters discussed
19 May 2019	Stakeholder meeting	Highways England, GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> • Collaborative approach to ensure the scheme is the best it can be for wildlife • Working with NT and NE on a unified position around habitat impacts – a wider nature strategy for the area to be shared with Highways England • GWT offered to review habitat enhancement proposals to advise on design and delivery costing • The then proposed green bridge options and GWT's preference for option 3 • Enhancement at Fly-Up • Car park at lower Crickley Hill has an old quarry that could be used as a fill site for spoil and removal of car park to return to limestone grassland • MMSJV ecology survey technique – GWT considered the technique did not follow industry practice and therefore the data was not reliable • GWT raised concern on lack of terrestrial invertebrate baseline surveys • GWT requested that loss of Crickley Hill car parking income during the construction phase be compensated, otherwise this loss would severely undermine site management
18 June 2019	Joint Landscape Strategy meeting	Highways England, Gloucestershire Wildlife Trust, National Trust, Natural England and Environment Agency	<p>Technical meeting matters discussed including:</p> <ul style="list-style-type: none"> • Opportunities to restore grassland areas • Opportunity to improve current low-grade arable land to mosaic of calcareous grassland scrub and hedgerow • Woodland creation opportunities • Tree species for planting • Recreation impacts • The potential for landmarks • Drainage solutions (SUDS)
30 July 2019	Technical Working Group meeting	Highways England Landscape, Heritage and Environment TWG member	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> • Opportunities mapping feedback • 2091 Preliminary Environmental Information (PEI) report update • Landscape update – approach and sketch designs • Working group technical discussions • Overview of Statements of Common Ground

Date	Method	Parties involved	Matters discussed
		organisations including GWT	<ul style="list-style-type: none"> Concerns that the design process is deprioritising important ecological and biodiversity issues and opportunities in favour of aesthetics. Too much of a landscape architect-led approach Invertebrate survey timings and approach Evidence that biodiversity net gain can be delivered within the DCO Boundary for the scheme requested Habitats Regulation Assessment (HRA) commissioned for impacts on European designated sites GWT asked to be consulted on any work that redesigned the access and car park to Barrow Wake GWT expressed concern on lack of hydrological data and an assessment of how this impacts biodiversity and the SSSIs
14 August 2019	Stakeholder meeting	Highways England, GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> Defra defined biodiversity net gain imperative and must be a commitment Management of the land either side of the then proposed green bridge The position of the then proposed green bridge Ancient woodland Veteran tree: Landscape plan and landscape character Nationally important species GWT not being consulted on the redesigned access to and car park at Barrow Wake Workshop feedback: <ul style="list-style-type: none"> Habitat creation – arable reversion – leave to re-wild Drainage basins – wet basins not characteristic and unlikely to be achievable at north of the scheme Suitable Alternative Natural Green Space (SANGS) /Masterplan Species data – specialists (recorders) will upload their most recent biological records by December should HE require an update desk study
20 August 2019	Technical Working Group meeting	Highways England Landscape, Heritage and Environment TWG Member	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> Feedback from last TWG Ecology update on surveys Landscape update on design approach and Landscape and Visual Impact Assessment (LVIA) Geology update on investigations/surveys DCO process overview

Date	Method	Parties involved	Matters discussed
		Organisations including GWT	<ul style="list-style-type: none"> Working group technical discussions Ecological survey Sharing of Environmental Statement and final design
27 September 2019	Letter	Highways England, GWT	<p>Highways England wrote to GWT to notify the Trust of the statutory consultation taking place between 27 September and 8 November 2019, in accordance with section 42(a) of the Planning Act 2008. The letter invited the Trust to provide comments by 8 November 2019.</p> <p><i>NB: a paper copy of the notice was issued to an address no longer occupied by GWT.</i></p>
1 October 2019	Technical Working Group meeting	Highways England, Gloucestershire Wildlife Trust and National Trust	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> Draft proposed walking, cycling and horse-riding routes Consideration of anti-social behaviour in the environmental assessment Bridleway on the green bridge GWT recorded disappointment that proposals for WCH changes and enhancements had been developed without consulting landowners or ecology specialists. Horse riding and cycling are not desired on GWT sites due to the impact on wildlife
4 November 2019	Formal response to statutory consultation	GWT to Highways England	GWT submitted a formal response to the statutory consultation to Highways England via letter.
13 January 2020	Letter	Highways England to GWT	Highways England sent a letter to GWT notifying them of the targeted landowner consultation, with a deadline to respond by 11 February 2020.
4 February 2020	Statement of Common Ground meeting	Highways England, GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> General update Connectivity at Shab Hill Land bridge design Progress on plans to deliver net gain Progress on surveys of key threatened species using the landscape Confirmation that DEFRA metric 2.0 will be used to calculate biodiversity net gain GWT asked for plan showing how loss of irreplaceable habitats would be mitigated, but this was not available Confirmation that bird exclusion netting will not be used on the scheme GWT asked when Environmental Statement and final scheme design would be shared

Date	Method	Parties involved	Matters discussed
10 February 2020	Formal response to statutory consultation	GWT to Highways England	GWT submitted a formal response to the statutory consultation to Highways England via letter.
4 March 2020	Statement of Common Ground meeting	Highways England, GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> • GWT disappointed to learn that stakeholders will not be consulted on a draft Environmental Statement or final design ahead of DCO submission • Biodiversity net gain – GWT concerned that stakeholders have not been consulted on this or provided with any information on how it will be achieved • Hydrological changes – Highways England confirmed that there are no predicted effects but need to provide GWT with more information • Ensuring that there are no significant Impacts on biodiversity sites • GWT asked how will key ecological connectivity be retained across the Shab Hill junction, no information provided • Habitat quantity, quality and functional invertebrate indicators could act as proxies for efficacy of ecological crossing points to be monitored if non-optimal solutions are selected • Concerns about loss of car-parking income at Crickley Hill during the construction phase • The location of the then proposed green bridge • GWT requested if ecological survey data can be shared ahead of DCO submission • GWT shared a copy of its draft Nature Recovery Network (NRN)
31 March 2020	Statement of Common Ground meeting	Highways England, GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> • General update on programme and potential impacts from Covid-19 • Biodiversity net gain, connectivity and ecosystem functioning • Barrow Wake and roundabout changes • Loss of income at Crickley Hill
20 July 2020	Strategic Stakeholder Panel meeting	Highways England Strategic Stakeholder Panel member organisations, including GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> • Update on progress of the scheme • The change to the scheme's programme • The updated designs following consultation in 2019

Date	Method	Parties involved	Matters discussed
22 July 2020	Combined Technical Working Group	Highways England Landscape, Heritage and Environment TWG members and Walking Cycling and Horse Riding TWG members	The following matters were discussed: <ul style="list-style-type: none"> Project update following delay to programme, setting out the key changes to the design and the amended timescales Invited questions from stakeholders during the session
17 August 2020	Environmental Collaborative Planning meeting	Highways England Environmental bodies, including GWT	The following matters were discussed: <ul style="list-style-type: none"> Key concerns regarding the design changes that were being taken to supplementary consultation in October 2020
25 August 2020	Environmental Collaborative Planning meeting	Highways England Environmental bodies, including GWT	The following matters were discussed: <ul style="list-style-type: none"> The public rights of way proposals Changes to Cowley junction Realignment of the B4070 to Birdlip via Barrow Wake Change in gradient
3 September 2020	Environmental Collaborative Planning meeting	Highways England Environmental bodies, including GWT	The following matters were discussed: <ul style="list-style-type: none"> Scheme-wide connectivity, permeability and crossings strategy Maintaining and improving functionality of the crossings Cotswolds Way crossing Gloucestershire Way crossing Cowley and Stockwell overbridges
17 September 2020	Environmental Collaborative Planning meeting	Highways England Environmental bodies, including GWT	Highways England provided GWT and other environmental groups with a briefing on: <ul style="list-style-type: none"> Environmental masterplan Biodiversity net gain and ecological connectivity Archaeology
28 September 2020	Meeting	Highways England Environmental bodies, including GWT	Highways England presented its strategy with regards to common land and the interface between this and impacts on the Crickley Hill and Barrow Wake SSSIs.

Date	Method	Parties involved	Matters discussed
29 September 2020	WCH TWG Statement of Common Ground meeting	Highways England WCH TWG members including GWT	The following matters were discussed: <ul style="list-style-type: none"> Overview of the draft SoCG document Process and timescales of updating the SoCG.
7 October 2020	Strategic Stakeholder Panel meeting	Highways England Strategic Stakeholder Panel member organisations, including GWT	Highways England provided an update to the SSP on the progress of the scheme including the upcoming supplementary statutory consultation.
13 Oct 2020	Formal notification of supplementary consultation	Highways England GWT	Highways England sent formal notification of the supplementary consultation via post and email to GWT, in accordance with section 42(d) of the Planning Act 2008. This set out a deadline to submit comments by 12 November 2020.
28 October 2020	Meeting	Highways England Environmental collaborative planning organisations including GWT	The following matters were discussed: <ul style="list-style-type: none"> Biodiversity net gain (BNG) and the DEFRA metric in relation to the A417 Missing Link scheme The change by habitat area within the DCO Boundary The BNG calculation (using the current DEFRA metric, due to be updated in Dec 2020) The BNG metric why the scheme scores lower than expected given the biodiversity delivered Stakeholders ideas to improve on biodiversity gain GWT requested information on opportunities to contribute to BNG on land outside the DCO Boundary if stakeholders could leverage other funding GWT requested information on time-lag between loss of priority habitat and new habitat being established to adequate quality
11 Nov 2020	Formal response to statutory consultation	GWT to Highways England	GWT submitted a formal response to the statutory consultation to Highways England via letter.
2 December 2020	Meeting	Highways England Strategic Stakeholder Panel member	Highways England and the SSP members discussed key concerns and issues regarding the proposed crossings for the scheme and identified if and how these concerns could be addressed. The priority issues raised by GWT were: <ul style="list-style-type: none"> Address SSSI severance with habitat bridge & stepping stones

Date	Method	Parties involved	Matters discussed
		organisations, including GWT	<ul style="list-style-type: none"> Provide a balance sheet for BNG, including opportunities to contribute to it in partnership outside of the DCO Boundary Barrow Wake car park reversion to grassland to support BNG
11 December 2020	Strategic Stakeholder Panel meeting	Highways England Strategic Stakeholder Panel member organisations, including GWT	<p>The following matters were discussed:</p> <ul style="list-style-type: none"> Progress of the scheme Results from the recent consultation A summary of the responses received An update on next steps for the scheme <p>Highways England agreed to provide GWT with a framework plan to outline how biodiversity net gain could be achieved in the landscape and the barriers to this.</p>
14 December 2020	Letter	Highways England to environmental bodies, including GWT	Highways England wrote to the environmental stakeholders, including GWT, to outline a change in proposals following the crossings and integration strategy meeting which took place on 2 December 2020.
14 December 2020	Letter	GWT to Highways England	<p>GWT wrote to Highways England to confirm its full support for the proposed design changes outlined in Highways England's letter dated 14 December 2020.</p> <p>GWT reiterated its desire to see Highways England deliver biodiversity net gain in the landscape, which the design changes did not achieve. GWT also welcomed Highways England's commitment to an ongoing discussion around the reduction or removal of the Barrow Wake car park but queried why the proposed beneficial changes were outside of the scheme's scope when they were inside the DCO Boundary.</p>
8 February 2021	Letter	Highways England, GWT	Highways England sent a letter to GWT notifying the Trust as a landowner of additional targeted landowner consultation, with a deadline to respond by 9 March 2021.
8 February 2021	Email	GWT to Highways England	[REDACTED]
20 January 2021	Statement of Common Ground meeting	Highways England, GWT	<p>The following priority outstanding matters were discussed:</p> <ul style="list-style-type: none"> Biodiversity net gain – GWT requested an update on the framework plan for how BNG could be delivered Barrow Wake car park restoration Time lag between habitat loss/creation and remediation plans Recreational impact of increased access to Crickley Hill Construction impact on income and visitor experience at Crickley Hill

Date	Method	Parties involved	Matters discussed
			<ul style="list-style-type: none"> Design guarantees on connectivity and Gloucestershire Way crossing Concerns over ecological value of design for repurposed A417 Long-term monitoring and management plans Compensatory land and common land – GWT requested an update on where the land would be located, no updates having been received since 28/09/2020 GWT had concerns that drafts of important documents were not being shared with stakeholders ahead of DCO submission. This limits the ability to identify and solve potential issues collaboratively ahead of DCO submission
18 March 2021	Statement of Common Ground meeting	Highways England, GWT	<p>The following priority outstanding matters were discussed:</p> <ul style="list-style-type: none"> Biodiversity net gain – GWT was disappointed that a framework plan for how BNG could be delivered had still not been shared. Time lag between habitat loss/creation and remediation plans Recreational impact of increased access to Crickley Hill Construction impact on income and visitor experience at Crickley Hill Design guarantees on connectivity and Gloucestershire Way crossing Concerns over ecological value of design for repurposed A417 Long-term monitoring and management plans Compensatory land and common land – GWT requested an update on where the land would be located, no updates having been received since 28/09/2020 GWT had concerns that drafts of important documents were not being shared with stakeholders ahead of DCO submission. GWT expressed that this limits the ability to identify and solve potential issues collaboratively ahead of DCO submission
17 August 2021	Statement of Common Ground meeting	Highways England, GWT	<p>The following priority outstanding matters were discussed:</p> <ul style="list-style-type: none"> Biodiversity net gain Time lag between habitat loss/creation and remediation plans Recreational impact of increased access to Crickley Hill Long-term monitoring and management plans
11 November 2021	Statement of Common Ground meeting	Highways England, GWT	Meeting to discuss and agree the updated draft Statement of Common Ground in advance of Examination Deadline 1.
14 December 2021	Deadline 1 submissions	GWT	<p>GWT submitted the following documents to inform Examination Deadline 1:</p> <ul style="list-style-type: none"> Cover letter, and notification of wish to participate in an Open Floor Hearing (REP1-063) Written Representation (REP1-065) Responses to ExQ1 (REP1-064)

Date	Method	Parties involved	Matters discussed
2 February 2022	Deadline 3 submissions	GWT	GWT submitted its Written summaries of oral submissions to Open Floor Hearing 1 (OFH1) and Issue Specific Hearing 1 (ISH1) (REP3-040) and Response to Action Points to inform Examination Deadline 3.
14 February 2022	Strategic Stakeholder Panel meeting	Highways England Strategic Stakeholder Panel member organisations, including GWT	Highways England provided an update on the Examination
16 February 2022	Email	Highways England to GWT	Highways England signposted GWT to their submission at Deadline 4 to address concerns relating to detailed design.
7 March 2022	Statement of Common Ground meeting	Highways England, GWT	Meeting to discuss and agree the updated draft Statement of Common Ground in advance of Examination Deadline 5.
9 March 2022	Deadline 5 submission	GWT	GWT submitted its Post-Hearing submission, and Comments on responses received by D4 (REP5-012) to inform Examination Deadline 5.
30 March 2022	Deadline 6 submissions	GWT	GWT submitted the following documents to inform Examination Deadline 6: <ul style="list-style-type: none"> • Responses to ExQ2 (REP6-028) • Responses to ExQ2 – SSSI Recreational Pressure Position Statement (REP6-029)
6 April 2022	Statement of Common Ground meeting	Highways England, GWT	Meeting to discuss and agree the updated Statement of Common Ground to enable signing and agreement to submit for Examination Deadline 9.
11 April 2022	Deadline 7 submission	GWT	GWT submitted its Comments on responses submitted at Deadline 6 (REP7-015) to inform Examination Deadline 7.

3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

Table 3-1 Summary of the topics considered within this SoCG

Overarching topic	Topic number	Topic
Background	1.	Principle of Development
	2.	Project Description
	3.	Consultation
Relevant ES Chapter	4.	Assessment of Alternatives (Chapter 3 of the ES)
	5.	Approach to Environmental Impact Assessment (Chapter 4 of the ES)
	6.	Air Quality (Chapter 5 of the ES)
	7.	Landscape and Visual Effects (Chapter 7 of the ES)
	8.	Biodiversity (Chapter 8 of the ES)
	9.	Noise and Vibration (Chapter 11 of the ES)
	10.	Population and Human Health (Chapter 12 of the ES)
	11.	Population and Human Health – Public Rights of Way (Chapter 12 of the ES)
	12.	Road Drainage and the Water Environment (Chapter 13 of the ES)
	13.	Climate (Chapter 14 of the ES)
	14.	Consideration of Cumulative Effects (Chapter 15 of the ES)
	15.	Environmental Management Plan
Other topics	16.	Crossings of the A417
	17.	Gradient change
	18.	Cowley junction
	19.	The realignment of the B4070 to Birdlip via Barrow Wake
	20.	Common Land
	21.	Improvement for walking, cycling and horse riding including disabled users

4 Matters agreed

4.1.1 Table 4-1 shows those matters which have been agreed by the parties, including that matter's reference number, and the date and method by which it was agreed.

Table 4-1 Matters agreed between Gloucestershire Wildlife Trust and Highways England

Matter reference number	Matter which has been agreed	Date and method of agreement
1. Principle of Development		
1.1	GWT agrees that the A417 Missing Link scheme is needed to improve road safety and should deliver benefits for journey times and reduce congestion. GWT wants to see a solution for the road scheme delivered within the Government's post-2020 Road Investment Strategy period.	04/11/2019 consultation response
1.2	GWT agrees Option 30 is the preferred surface route and is keen to work with Highways England to ensure the scheme protects the existing biodiversity sites and delivers biodiversity net gain through locally relevant enhancements for wildlife.	19/05/2019 Stakeholder meeting
2. Project Description		
2.1	Highways England commits to fulfilling the legal commitments as secured in the Development Consent Order (DCO), including environmental mitigation, within the cost allocation for the scheme as committed to in the second Road Investment Strategy.	Discussed in 04/03/2020 SoCG meeting
3. Consultation		
3.1	GWT agrees that proactive engagement has taken place with Highways England to date, both through the Strategic Stakeholder Panel and Technical Working Groups, as well as collaborative planning sessions. The approach to data has been professional and open to contributions from environmental stakeholders. The Trust hopes to see these discussions better reflected in scheme designs during the detailed design stage, with particular regard to Designated Funds and Biodiversity.	04/11/2019 consultation response Updated in review of SoCG in November 2021
3.2	Both parties agree to the use of environmental stakeholders that have access to the best local ecological expertise to help co-design ecological solutions, including the continued engagement between Highways England and a Landscape and Ecology Technical Working Group during construction.	Agreed in January 2021 SoCG #4 meeting
3.3	Highways England is committed to ongoing engagement with GWT and all key environmental stakeholders prior	Agreed in May review of SoCG

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>to and during the detailed design process, as well as during construction of the scheme. It is also agreed between both parties that key stakeholders, including GWT, will be consulted on the detailed designs before they are provided to the Secretary of State for approval, as set out in GP8 Stakeholder engagement of the EMP (Document Reference 6.4, REP4-027). The stakeholders, including GWT, are listed in Section 2.2.</p> <p>A non-exhaustive list of examples of areas that this commitment covers, relevant to GWT, are:</p> <ul style="list-style-type: none"> • End of construction stage EMP, including LEMP and CTMP • Method statements for reinstatement or translocation of grassland or hedgerows and hazel coppice • Detailed design of the scheme, in particular crossings, the proposed Air Balloon Way and areas of proposed common land 	
4. Assessment of Alternatives (Chapter 3 of the ES)		
4.1	GWT agrees that alternative 1 is not acceptable as it takes away one of the biggest opportunities for ecological restoration by creating limestone grassland habitat adjacent to Barrow Wake. Alternative 1 was discarded.	Discussed in 04/03/2020 SoCG meeting
4.2	GWT agrees that alternative 2 is the least damaging option because it avoids direct destruction of the SSSI and that would be caused by the other options. It also provides the best potential for relevant biodiversity net gain and reduced nitrogen deposition on the SSSI that could be realised by decommissioning the existing A417 between Barrow Wake and the A436 junction.	Discussed in 04/03/2020 SoCG meeting
4.3	GWT agrees alternative 3 is not acceptable because it could fragment the Ullen Wood LWS, potentially impacting bats and dormice. Alternative 3 has been discarded.	04/11/2019 consultation response
5. Approach to Environmental Impact Assessment (Chapter 4 of the ES)		
5.1	Both parties agree that local ecological data and knowledge must be sought to inform the scheme design, particularly in relation to invertebrates, tuffaceous vegetation, bats and fungi.	Discussed on 04/03/2020 SoCG #2 meeting
5.2	GWT confirms that it has reviewed the updated guidance (2016 CIEEM Guidelines Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal, 2nd edition of the new DMRB standards LA108 and LA118 which supersede IAN 130/10, and are more in line with the latest CIEEM's EclA guidelines) and accept this approach.	Discussed on 31/03/2020
5.3	Both parties agree a Habitats Regulations Assessment (HRA) will be undertaken. Highways England confirms that the Stage 1 HRA screening was revisited and updated to reflect the latest scheme design, and also confirms that recreational pressure on the SAC is being taken into account as requested.	Agreed in January 2021 SoCG #4 meeting

Matter reference number	Matter which has been agreed	Date and method of agreement
5.4	GWT requests information on what action would be taken if it is not possible to provide compensatory badger setts within 250 metres without this being compromised by proximity to roads. HE confirmed that this will be covered in the ES. The artificial badger sett is within 250m of the main sett, as is the Shab Hill culvert.	Agreed in January 2021 SoCG #4 meeting
5.5	Highways England agrees that landowner agreements will be in place before construction commences and species translocations would largely take place in the summer 2023.	Agreed in January 2021 SoCG #4 meeting
5.6	GWT agrees with the assessment conclusion on terrestrial invertebrates, including Roman Snails.	Agreed in review of SoCG in November 2021
5.7	Fragmentation of the SSSI - GWT is satisfied that the scheme reduces the impact of habitat fragmentation across the Crickley Hill and Barrow Wake SSSI, which is a key connection for the Nature Recovery Network, through the introduction of calcareous grassland habitat stepping stones in meadows either side of the Gloucestershire Way crossing and on the crossing itself to improve calcareous grassland connectivity for flora and fauna species, particularly invertebrates. Planting designs have been amended to extend calcareous grassland around the eastern and southern margins of Emma's Grove and woodland planting between Emma's Grove and Barrow Wake has been reduced to allow better connectivity of grassland habitat to the northern end of Barrow Wake.	Agreed in review of SoCG in November 2021
5.8	GWT agrees with the environmental assessment data sources as outlined in Chapter 8 Biodiversity of the ES (Document Reference 6.2, APP-039).	Agreed in review of SoCG in November 2021
5.9	GWT agrees that there has been adequate assessments and evidence-based conclusions for biodiversity receptors and ecological impacts included within the ES, other than those otherwise stated in matters outstanding 14.1.	Agreed in review of SoCG in November 2021
5.10	GWT and Highways England agree that fish translocation will be carried out based on pre-construction surveys and impacts are assessed as negligible	SoCG meeting, 7 March 2022
5.11	As per Requirement 3 (4) and (5) of the draft DCO (dDCO) (Document Reference 3.1, Rev 2), the EMP (end of construction stage) secures the long-term commitments to aftercare, monitoring and maintenance activities relating to the environmental features and mitigation measures that will be required to ensure the continued long-term effectiveness of the environmental mitigation measures and the prevention of unexpected environmental impacts during the operation of the scheme. Long-term, in this instance, is not quantifiably defined. As per Highways England's Licence, they are responsible for maintaining their assets in accordance with the conditions of the Licence unless and until the Licence is revoked, and therefore is in effective perpetuity. To ensure the long-term success of mitigation is secured in the EMP, a new commitment has been added: BD67 The EMP (end of construction stage) would be developed towards the end of the construction of the scheme, to ensure the continued long-term effectiveness of the environmental mitigation measures and the prevention of unexpected environmental	SoCG meeting, 7 March 2022

Matter reference number	Matter which has been agreed	Date and method of agreement
	impacts during the operation of the scheme. The EMP (end of construction stage) would contain trigger points and remediation measures.	
6. Air Quality (Chapter 5 of the ES)		
	No matters identified.	
7. Landscape and Visual Effects (Chapter 7 of the ES)		
	No matters identified.	
8. Biodiversity (Chapter 8 of the ES)		
8.1	GWT agrees that Nationally Significant Infrastructure Project policy does not currently require Highways England to achieve biodiversity net gain but highlights that this will be an expectation of new NSIPs by 2025. GWT and Highways England have agreed to focus on providing priority habitats that align with needs identified by the Nature Recovery Network, as part of this scheme.	Agreed in March 2021 SoCG meeting
8.2	GWT welcomes recognition of the important impact of habitat severance and the commitment to mitigate impacts, particularly by reconnecting the Crickley Hill and Barrow Wake SSSI via a green bridge with at least a 25-metre width of calcareous grassland habitat.	Letter to NH 14/12/2020
8.3	GWT welcomes measures to reduce the risk of destruction of the Ullen Wood Local Wildlife Site (LWS) and accepts that some pruning may be required. If work in this area can be programmed to avoid the late spring flowering period that would be preferable. There are shared concerns about the significant adverse impact of increased Nitrogen deposition on the LWS. This will be compensated for by creating compensatory habitat of equivalent size that is functionally connected to the LWS, but in a location below the maximum Nitrogen thresholds defined by NECR210.	Consultation response, 11/11/2020, page 14
8.4	GWT welcomes the principle of selecting tree planting species based on native local provenance, but with consideration of their resilience to climate change and disease. GWT also supports some use of non-native trees, if evidence indicates that this is the only way of ensuring that created woodland habitat will reach maturity in the context of climate change.	Consultation response, 11/11/2020, page 15
8.5	GWT is satisfied with the mitigation measures proposed for bats, subject to Natural England licences being obtained, and that there will be no net loss of bat roosts. All confirmed roosts lost to the scheme will be compensated for, as summarised in ES para 8.9.53. This will be addressed and secured through a scheme-wide bat mitigation licence. In addition to this, two structures will be enhanced for bats, and new roosting features created through the use of veteranisation techniques, bat boxes, and the relocation of existing potential roost features in trees.	Consultation response, 11/11/2020, page 15 Updated in review of SoCG in November 2021

Matter reference number	Matter which has been agreed	Date and method of agreement
8.6	GWT welcomes the additional mitigation measures for notable invertebrates.	Consultation response, 11/11/2020, page 15
8.7	GWT welcomes the commitment to designing the realignment of watercourses with EA technical experts and ensuring that a re-naturalisation approach is prioritised.	Updated in review of SoCG in November 2021
8.8	GWT welcomes the net gain of species-rich hedgerows.	Consultation response, 11/11/2020, page 18
8.9	GWT welcomes the commitment to deliver a net gain of calcareous grassland and the measures proposed to ensure this retains local genetic diversity. This process can take a long time and has mixed success rates, so the Landscape and Ecology Management Plan (LEMP) (Document Reference 6.4, APP-321) should include monitoring and compensatory measures in the event that it fails.	Consultation response, 11/11/2020, page 18
8.10	GWT is pleased that the legal obligations regarding impact on badgers have been addressed. As this is not a species of conservation concern it is not the best use of any funding available for enhancements, which should be directed towards priority habitats and ecological networks.	Consultation response, 11/11/2020, page 19
8.11	Both parties agree the approach to mitigation at Emma's Grove (in that it will be treated as a priority habitat – lowland mixed deciduous woodland) is included in net gain calculations.	Agreed in January 2021 SoCG #4 meeting
8.12	GWT agrees with the proposed wildlife crossing points that have been designed to include minimum three-metre-wide grass verges with hedgerows on either both or one side in order to maintain habitat connectivity across the new road for many species. Culverts designed for badgers have been located to the west and south of Shab Hill and south of the Stockwell Farm overbridge to mitigate fragmentation of known badger territories.	Agreed in January 2021 SoCG #4 meeting
8.13	GWT is pleased to hear there will be 'front loaded' habitat creation prior to construction i.e. translocation and habitat creation by the Birdlip quarry. The programme involves nine months of environmental works prior to construction start. Highways England agrees there is a strong driver for habitat creation in terms of landscape and noise reduction.	Agreed in January 2021 SoCG #4 meeting
8.14	GWT states that measures to avoid and mitigate impacts on bats must account for temporary lighting during construction. Lighting should be avoided around any roost sites and key foraging routes. Highways England agrees that construction stage lighting details will be provided within the LEMP which forms Annex D of Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4, REP2-006). The use of construction stage lighting will be minimised and reviewed on a constant basis by the appointed Ecological clerk of Works and project ecologist to ensure that it does not impact on bat roost sites and key foraging and commuting routes.	Agreed in January 2021 SoCG #4 meeting

Matter reference number	Matter which has been agreed	Date and method of agreement
8.15	GWT and Highways England agree that bird exclusion netting should not be used at any time for this scheme and supports the approach and commitment to avoid conflicts with nesting birds. All tree and hedgerow management will be detailed within the Landscape and Ecological Management Plan (LEMP) which forms Annex D of Appendix 2.1 EMP (Document Reference 6.4, REP2-006).	Agreed in January 2021 SoCG #4 meeting Updated in review of SoCG in November 2021
8.16	GWT welcomes that Highways England is looking at further enhancement opportunities to maximise biodiversity delivery within habitats associated with the scheme around Birdlip Quarry.	04/11/2019 consultation response
8.17		08/02/2021 email from GWT
8.18	GWT and Highways England agree that replacement roosts will be provided under a mitigation licence from Natural England. In addition, as part of the bat barn that will be provided for the loss of the lesser horseshoe and brown long-eared day roosts in Building 28, a cool tower will be included in the design to provide additional winter roosting opportunities, primarily for horseshoe bats. This feature is not being provided in compensation for the loss of bat hibernation roosts, as no confirmed hibernation roosts will be lost. This is part of a wider package of mitigation and enhancement measures for ecological network connectivity for bats.	Agreed in March 2022 SoCG meeting
8.19	GWT and Highways England agree that calcareous grassland is created where possible around Shab Hill, but tree species and hedgerows are required along the road alignment for mitigation purposes in order to deter bats and barn owl from flying across the road at grade.	Agreed in March 2022 SoCG meeting
8.20	The DCO will disapply the need to apply for a SSSI consent. The EMP (Document Reference 6.4, REP2-006) will secure a commitment (BD63) that work in SSSI will be subject to a method statement for works be agreed and signed off by Natural England. These will be provided at detail design stage.	Agreed in March 2022 SoCG meeting
8.21	GWT accepts that reversion of the Barrow Wake car park to species rich calcareous grassland is not possible because the timescales for public consultation do not align with the scheme construction programme. Gloucestershire County Council who owns the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.	Agreed in March 2022 SoCG meeting
8.22	The realignment of Norman's Brook would be conducted under the relevant guidance and EA permits. The detailed design of the new river habitat in the diverted channel would be agreed in consultation with EA specialists via the	Agreed in March 2022 SoCG meeting

Matter reference number	Matter which has been agreed	Date and method of agreement
	technical working group, as secured in EMP commitment RDWE9. The detailed design would focus on balancing the habitat requirements (substrate, depth, flow types and refuges) of aquatic communities present, with returning the river to a more natural step-pool habitat that would have existed prior to modification of the river by numerous weirs. Further details concerning this matter are stated in section 3.13 of Appendix 2.1 EMP Annex D Landscape and Ecological Management Plan (LEMP) (Document Reference 6.4, APP-321), and will be refined during engagement at detailed design, as secured via GP8: stakeholder engagement.	
9. Noise and Vibration (Chapter 11 of the ES)		
9.1	GWT agrees with the assessment and conclusions of Chapter 11 Noise and Vibration of the ES (Document Reference 6.2, APP-042), in particular the consideration of noise legislation (the Birds Directive and Wildlife and Countryside Act).	Agreed in review of SoCG in November 2021
10. Population and Human Health (Chapter 12 of the ES)		
10.1	GWT is happy that a potential impact on the Crickley Hill business model, especially during construction has been recognised and that there is a process to compensate for this if evidenced.	Agreed in review of SoCG in November 2021
10.2	Both parties agree to continue to engage prior to and during construction with regards to impacts on the business and visitor experience at Crickley Hill, as secured in EMP commitment GP8.	SoCG meeting, 7 March 2022
11. Population and Human Health – Public Rights of Way (Chapter 12 of the ES)		
	No matters identified.	
12. Road Drainage and the Water Environment (Chapter 13 of the ES)		
12.1	GWT and Highways England agree that the impact of air pollution, including airborne particulates, NOx and heavy metals on both vegetation and invertebrate communities is sufficiently assessed and a costed mitigation and an avoidance plan should be produced. The EMP (Document Reference 6.4, REP2-006) and Air Quality Management Plan is designed to mitigate the impacts of dust generated by the construction of the scheme.	Agreed in January 2021 SoCG #4 meeting
13. Climate (Chapter 14 of the ES)		
	No matters identified.	
14. Consideration of Cumulative Effects (Chapter 15 of the ES)		
14.1	GWT agrees with the assessment and conclusions of ES Chapter 15 (Document Reference 6.2, APP-046), with particular reference to consideration of the cumulative impacts of different actions on nationally threatened species.	Agreed in review of SoCG in November 2021

Matter reference number	Matter which has been agreed	Date and method of agreement
15. Environmental Management Plan		
	No matters identified.	
16. Crossings of the A417		
16.1	Cotswold Way crossing – GWT agrees the need for a safer pedestrian crossing in this location.	Consultation response, 11/11/2020, page 4
16.2	Gloucestershire Way crossing – GWT is supportive of a wildlife crossing in the Shab Hill area because evidence from the ecological surveys and the Nature Recovery Network indicates that this is required to provide connectivity for habitats and protected species.	Consultation response, 11/11/2020, page 4
16.3	GWT is satisfied that the current Gloucestershire Way crossing design meets the legal obligations to mitigate the impact of the road scheme on protected species.	Consultation response, 11/11/2020, page 4
16.4	GWT agrees with the provision of the Gloucestershire Way crossing to incorporate a 25m width of calcareous grassland habitat to help address fragmentation of the SSSI, in addition to its required functions for species connectivity, landscape integration and diversion of the Gloucestershire Way. GWT welcomes and fully support this design change which, in addition to the 25m of calcareous grassland habitat, also includes two 3m width hedgerows, a 3.5m bridleway and a 1.5m maintenance strip.	Page 1 of GWT position statement response, 18 December 2020
16.5	GWT agrees with the removal of the original green bridge from the scheme designs.	Agreed in January 2021 SoCG #4 meeting
17. Gradient change		
17.1	GWT welcomes the environmental benefits this provides.	Consultation response, 11/11/2020, page 5
18. Cowley junction		
18.1	GWT has no objections to the changes proposed at Cowley junction.	Consultation response, 11/11/2020, page 5
19. The realignment of the B4070 to Birdlip via Barrow Wake		
19.1	GWT understands and shares the desire of local communities to tackle anti-social behaviour issues near Barrow Wake.	2020 consultation response, 11/11/2020, page 5

Matter reference number	Matter which has been agreed	Date and method of agreement
19.2	GWT agrees that there is sufficient information provided regarding the impact of this decision in Chapter 8 Biodiversity and Chapter 12 Population and Human Health of the ES (Document Reference 6.2, APP-043).	Agreed in review of SoCG in November 2021
19.3	GWT supports the proposed approach to compensate the loss of natural habitat within the SSSI and intends to provide further comments during engagement and consultation on the development of the construction stage LEMP, as secured via EMP commitment GP8: stakeholder engagement. Highways England is committed to providing detailed maps and plans at the appropriate stage.	SoCG meeting, 7 March 2022
20. Common Land		
20.1	GWT is supportive of the proposals in principle.	Consultation response, 11/11/2020, page 5
21. Improvements for walking, cycling and horse riding including disabled users		
21.1	GWT supports the principle of increasing the equity of people's access to nature, but this support does not cover all proposals made by the Walking, Cycling and Horse riding Technical Working Group.	Consultation response, 11/11/2020, page 5

5 Matters outstanding

5.1 Principal matters outstanding

5.1.1 The principal matters outstanding between Gloucestershire Wildlife Trust (GWT) and Highways England are:

- a) Biodiversity Net Loss and the scale of adverse impacts on biodiversity receptors. Examples are as follows:
- Whether the scale of adverse biodiversity impacts can be compensated by other benefits. GWT summarise that 54% of habitat receptors are adversely affected during construction and 75% during operation. Whilst the significance and magnitude of these impacts vary between receptors, this demonstrates that the majority of the biodiversity receptors are anticipated to be adversely affected to some degree. Just 12.8% of receptors are beneficially affected by construction and 14% during operation. In general, the beneficial impacts are of a lower significance and magnitude than the adverse impacts E.g., beneficial impacts on four receptors of national significance with 25% large in magnitude, compared to adverse impacts on 16 receptors of national significance, with 50% of these being large. This is felt, in turn, that it falls short of the shared landscape-led vision and the scheme design principle of 'bringing about wildlife benefits' and 'delivering substantially more benefits than negative impacts'. HE does not consider that quantification of percentage of receptors affected is an appropriate way of summarising the impacts of the scheme, given that habitat receptors vary in ecological value and are subject to differing magnitudes of impact; rather an understanding of the scale of biodiversity impacts (both adverse and beneficial) should be informed by the summary of significant effects in Tables 8-21 and 8-22 of ES Chapter 8 Biodiversity.
 - As a result of the combined adverse impacts on biodiversity, GWT challenges whether the scheme is compliant with NPSNN paragraphs 5.24 and 5.25, specifically the requirement to 'establish coherent ecological networks' and 'avoid significant harm to biodiversity interests'.
 - Outcomes don't support Highways England's aims 'to enhance the biodiversity value of land and therefore reduce impacts' and 'to achieve no net loss of biodiversity across the strategic road network by 2025'.
 - Whilst GWT accepts that nationally significant infrastructure projects (NSIPs) will not be required to deliver BNG until 2025, they are concerned that this does not adhere with Government policy and principles in the 25 Year Environment Plan and Environment Bill, or the recommendations of the Glover review.
 - GWT feels that it is unacceptable for an NSIP within a National Landscape to result in biodiversity net loss.
 - GWT feels that it is imperative that the scheme demonstrates that it is truly landscape-led, improving ecological networks, rather than just minimising further damage.
- b) Delivery and management of a high-risk mitigation strategy and associated time lag between habitat loss and re-establishment

- Establishing priority habitat of equivalent quality is not guaranteed and could take more than 30 years
- GWT disagrees that the estimated time lag between destruction and replacement is reliable and poses no significant risk to biodiversity
- The likelihood of failure to establish habitat must be assessed and a robust system for long-term management, monitoring and remediation developed in collaboration with the environmental stakeholders
- Information is also required on what area of priority habitat will become more fragmented and fall beneath minimum viable areas, either permanently or temporarily, because of the scheme. This is important to assess the level of extinction risk for threatened species that require priority habitats and, therefore, the suitability of the design, EMP and LEMP.

c) GWT considers that there will be an adverse impact on the ecological features of the Crickley Hill and Barrow Wake SSSI because of increased recreational pressure during the operation of the scheme and its improved PRoW network.

- There is particular concern about improved access for cyclists and horse riders via the Cotswold Way bridge and the lack of remediation plans if Highways England's assumptions are incorrect.

d) Assessment of cumulative impacts:

- GWT considers the assessment to be inadequate because it screens out developments that are clearly committed but do not fit the constricted timescales of the A417 construction programme. Whilst accepting that this is in-line with LA 104 guidance, it does not provide a true reflection of cumulative impacts.

5.1.2 Since engaging with the scheme in 2017 GWT has been consistent about its main concerns and priorities. Several of GWT's matters outstanding are resolvable with additional work, so it is disappointing where this work has not been completed prior to or during DCO examination. Several matters are proposed to be resolved through continued engagement with stakeholders during detailed design and construction. This requires significant ongoing in-kind resource contributions from GWT, which is a charity. GWT believes that delaying resolution was not necessary in all circumstances and that concerns raised about the sustainability of demands on GWT capacity have not been taken seriously.

5.2 Matters Outstanding

- 5.2.1 Table 5-1 shows those matters that are outstanding between the parties, including that matter's reference number, and the date of the latest position.
- 5.2.2 In response to a request by the Examining Authority (ExA) in the Rule 6 Letter issued 30 September 2021 (PD-005), the final column of the table is colour coded to indicate the status of the matter at the end of Examination. The colour coding is set out as follows:

	Matter subject to ongoing engagement during the detailed design stage or construction
	Matter of difference

Table 5-1 Matters outstanding between Gloucestershire Wildlife Trust and Highways England

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
1. Principle of Development				
	No matters identified.			
2. Project Description				
2.1	Landscape-led vision	GWT disagrees with Highways England's objective to achieve a landscape-led vision and ability to meet the agreed design principles without there being an explicit commitment to delivering biodiversity net gain (BNG). This is a significant concern for GWT.	<p>The vision for the scheme was created in partnership with environmental and strategic stakeholders, including GWT, in 2017.</p> <p>As part of the scheme, it is proposed to plant new woodland, species-rich grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Whilst achieving BNG is not a requirement of this NSIP, Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked</p>	Consultation response, 11/11/2020, page 7

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
			<p>collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA biodiversity metric 2.0 tool and has agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures.</p>	
2.2	Project timetable	<p>GWT is satisfied that ecological surveys were completed before DCO submission and agrees that pre-construction surveys are required to update the baseline.</p> <ul style="list-style-type: none"> The scheme to adapt to baseline information that becomes available after submission Adhere to enhanced environmental legislation and standards outlined in the Environment Act which should be in force before construction begins. <p>Specific additional pre-construction surveys that GWT wishes to see are:</p> <ul style="list-style-type: none"> Ullen Wood LWS flora (as a new baseline); and new habitat surveys on any land that has been subjected to improvements through a project or agri-scheme since the current baseline was obtained. <p>This is a moderate concern for GWT.</p>	<p>The ES has been written using baseline information provided at the time of the assessment.</p> <p>It is considered that sufficient baseline information has been collected for Ullen Wood in the form of a woodland NVC in 2019 and a further condition walkover, both which provide species lists for ground flora on which to base future monitoring and management plans.</p> <p>Update surveys for the purpose of protected species licence applications, along with pre-construction surveys, will be carried out as stated in the REAC table and LEMP (Document Reference 6.4, APP-321).</p> <p>The Environment Act provides a framework for environmental protection, the implementation of which will rely upon secondary legislation and policies which are not yet developed and are not therefore relevant to determination of the consent for the scheme. Where relevant legislation is amended before subsequent protected species licences are required, the current environmental legislation at the</p>	Review of SoCG in May 2022

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
			time of application for such consents will be adhered to.	
3. Consultation				
3.1	Compensatory plan and mitigation strategy	<p>GWT has requested a compensatory plan to be developed and agreed with environmental stakeholders ahead of the DCO submission. In this, GWT requests:</p> <ul style="list-style-type: none"> • Details on how to address the loss of irreplaceable habitats; • Greater clarification on the time lag between habitat loss and creation, and considers that this should've been assessed in the ES; • A mapped representation of the timing of habitat loss and creation; and • Highways England to enable stakeholders to properly assess the detailed design and EMP <p>This is a significant concern for GWT. GWT feels that this matter should have been resolved prior to or during DCO. The proposed resolution through ongoing stakeholder engagement and advice during detailed design and construction creates an unreasonable demand for significant ongoing in-kind resource contributions from GWT.</p>	<p>Highways England considers that sufficient information on impacts to irreplaceable habitats and related mitigation and compensation measures are provided as part of the application, as described in detail within ES Chapter 8 Biodiversity.</p> <p>The sequence of site clearance and habitat creation would be developed and mapped at the detailed design phase, guided by the principles of mitigation stated within ES Chapter 8. Temporal factors are considered within the impact assessment in ES Chapter 8, following CIEEM EcIA guidelines and DMRB. All impacts are described in terms of whether they are temporary or permanent which directly influences the level of impact, and therefore the significance of effect. The assessment includes multiple references to time taken for habitats to establish through the impact assessment within Chapter 8. For example paragraphs 8.10.22 (SSSI compensation), 8.10.28 (SSSI fragmentation), 8.10.77 (woodland), hedgerow (8.10.84) and grassland (8.10.93).</p> <p>Where new habitat is to be provided as compensation for significant effects upon habitat features, the assessment acknowledges that establishment takes time and such compensation is not reported as mitigating or reducing these effects. This is part of the reason why the assessment reports residual adverse effects upon habitats such as woodland, grassland and hedgerow.</p>	<p>04/11/2019 consultation response</p> <p>Discussed on 04/03/2020 SoCG #2 meeting</p> <p>Updated in review of SoCG in November 2021</p>

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
			<p>Highways England is committed to ongoing engagement with GWT and all key environmental stakeholders prior to and during the detailed design process, as well as during construction of the scheme, as set out in GP8 Stakeholder engagement of the EMP (Document Reference 6.4, REP4-027). The stakeholders, including GWT, are listed in Section 2.2.</p> <p>Information on the timing and sequence of habitat clearance and creation would be made available to GWT as part of the commitment within the section 1.2 of the LEMP (Document reference 6.4, APP-321) to establish a Working Group, including GWT as a named stakeholder, <i>'to provide independent advice on the development of the landscape and ecological detailed design, construction and management of the scheme'</i>.</p> <p>Method statements for reinstatement or translocation of grassland or hedgerows and hazel coppice will be developed at detailed design, in consultation with the Working Group including GWT. The EMP and LEMP include commitments to creation of the habitat types described within the ES, set out key management principles for these habitat types (to be developed at detailed design), and include monitoring requirements to ensure the continued long-term effectiveness of the environmental mitigation measures.</p>	
4. Assessment of Alternatives (Chapter 3 of the ES)				
	No matters identified.			

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
5. Approach to Environmental Impact Assessment (Chapter 4 of the ES)				
5.1	Impact on Nature Recovery Network	<p>GWT disagrees with the approach taken in that an assessment should have been undertaken of the scheme's impact on the Nature Recovery Network.</p> <p>GWT asks if the significance of the impact of habitat loss accounts for the impact on the Nature Recovery Network connectivity and resilience. It is important to take an oversight of the cumulative and landscape-scale impact of the losses rather than dealing with them individually. GWT feels that the some of the losses would have a moderate to large adverse impact in this landscape in the context of a wider ecological network view had a quantitative assessment been undertaken.</p> <p>For example, GWT has requested more information on what measures are being undertaken to mitigate the impact on the location of selected Alternative 2 for the A436 Link Road, with a specific focus on impacts on the ecological network.</p> <p>This is a moderate concern for GWT.</p>	<p>The impact assessment has followed DMRB standard LA 108 Biodiversity, which aligns with CIEEM's EclA guidelines. This includes the assessment of impacts upon the core habitat features that underpin the Nature Recovery Network, such as designated sites and areas of priority habitat.</p> <p>Compliance with NPS policies for biodiversity is summarised within section 8 of the Case for the Scheme (Document Reference 7.1, APP-417). Measures relevant to the Nature Recovery Network and ecological connectivity and resilience include:</p> <ul style="list-style-type: none"> The location and design of habitat creation and enhancement has considered the Nature Recovery Network, balanced with requirements for specific ecological mitigation measures and other environmental factors (e.g. landscape, heritage). This has influenced the provision of open and wooded habitats. Fragmentation impacts to core sites in the Nature Recovery Network, in the form of Crickley Hill and Barrow Wake SSSI, have been mitigated in consultation with stakeholders including NE, GWT and NT. The scheme would deliver an extensive network of 75ha of restored and created calcareous grassland, including a 25m wide corridor of calcareous grassland across the Gloucestershire Way crossing. This will provide a continuous habitat link for 	Consultation response, 11/11/2020, page 18

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
			<p>calcareous grassland flora and fauna to disperse through the landscape, which the existing A417 does not provide.</p> <ul style="list-style-type: none"> The removal of traffic and habitat creation from hardstanding along the detrunked section of A417 will enhance the biodiversity value of this linear habitat corridor through the landscape. The landscape planting design has maximised opportunities to connect previously isolated areas of woodland (e.g. Ullen Wood and other small areas of woodland at Birdlip Radio Station) by planting new woodland and hedgerows. There will be a large net gain in the length of hedgerow of 5.5km (3.5km loss and 9km creation), with all new planting comprising native species-rich hedgerows that will enhance connectivity across the local landscape. <p>Alternative 2 for the A436 Link road was the option taken forward for the preferred scheme. Impacts are addressed in ES Chapter 8 (Document Reference 6.2, APP-039).</p>	
5.2	Assessment of the impact of changes to farm subsidies on the judged future biodiversity baseline	GWT disagrees that the future biodiversity baseline will not differ significantly from the current situation. Existing government farming policy and legislation will drive changes in the biodiversity value of farmland, so it is highly unlikely to remain at the current baseline levels. GWT consider that the lack of a	There is no mechanism in the ES to detail this; however, all disciplines have been working closely together to provide a design as a joint approach.	<p>04/11/2019 consultation response</p> <p>Discussed on 04/03/2020</p>

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		<p>mechanism is not an adequate reason for not considering it as a factor affecting the future baseline.</p> <p>This is a minor concern for GWT.</p>		<p>SoCG #2 meeting</p> <p>Review of SoCG in November 2021</p>
5.3	Design conflicts across environment features and benefits	<p>GWT discourages a design approach that overlooks potential high value ecological enhancements due to the impact on landscape character, when changes to farming systems are likely to drive a change in landscape appearance anyway.</p> <p>GWT reserves the right to make further comments as a result of the detailed design stage.</p> <p>This is a minor concern for GWT.</p>	<p>There is no mechanism in the ES to detail this; however, all disciplines have been working closely together to provide a design as a joint approach.</p> <p>Landscape planting has been designed to provide ecological mitigation where required as well as delivering a design in context with the local landscape character.</p> <p>Highways England is committed to ongoing engagement with GWT and all key environmental stakeholders prior to and during the detailed design process, as well as during construction of the scheme, as set out in GP8 Stakeholder engagement of the EMP (Document Reference 6.4, REP4-027). The stakeholders, including GWT, are listed in Section 2.2.</p>	SoCG meeting, 7 March 2022
6. Air Quality (Chapter 5 of the ES)				
	No matters identified.			
7. Landscape and Visual Effects (Chapter 7 of the ES)				
	No matters identified.			
8. Biodiversity (Chapter 8 of the ES)				
8.1.	Biodiversity net gain	GWT objects that the scheme is currently predicted to deliver a minimum 29% net biodiversity loss. GWT considers that the	Highways England does not accept that there is a requirement for the scheme to deliver Biodiversity Net Gain (BNG) or that BNG is a proxy measure for	Consultation response, 11/11/2020, page 2

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		<p>scheme must deliver biodiversity net gain, with regards to:</p> <ul style="list-style-type: none"> Fulfilling the requirements of the NPSNN to 'avoid significant harm to biodiversity interests' and 'take advantage of opportunities to conserve and enhance biodiversity' Evidence presented in the ES suggests that significant harm to biodiversity receptors will largely not be avoided. <p>As part of this, GWT considers a clear commitment from Highways England for the scheme to deliver measurable net biodiversity gain essential. This is needed to demonstrate alignment with the scheme design principles, the policy aims of Highways England's Biodiversity Plan, the 25 Year Environment Policies (YEP) and the Environment Act.</p> <p>This is a significant concern for GWT.</p>	<p>assessing the compliance of the scheme with existing policy. Defra's current consultation on implementation of future BNG Regulations states that:</p> <ul style="list-style-type: none"> <i>'Mandatory biodiversity net gain policy and processes will fundamentally change the way that habitat losses are considered as part of development'</i> <p>Compliance with the NPSNN is summarised within section 8 of the Case for the Scheme (Document Reference 7.1, APP-417).</p> <p>Highways England's position on BNG is provided in the Responses to the Examining Authority's Written Questions (ExQ1) (Document Reference 8.4, REP1-009) and Response to Written Representations made at Deadline 1 (Document Reference 8.11, REP2-012).</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA biodiversity metric 2.0 tool and has agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p>	<p>Discussed at SoCG meeting, 20/01/2021</p> <p>Discussed at SoCG meeting, 18/03/2021</p>
8.2.	Loss of priority habitat	<p>GWT objects that the scheme currently delivers a considerable loss of priority habitat and that a high-risk compensation approach appears to be the main strategy for addressing this. The predicted net loss of habitat demonstrates that the compensation approach is inadequate as it stands. GWT expects to see</p>	<p>Irreplaceable habitats in this ES are considered to be Ancient Woodland and Veteran trees in accordance with NPPF. All priority habitats have been assessed as nationally important and have been avoided within the design where at all possible.</p>	<p>Review of SoCG in November 2021</p>

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		<p>greater use of the avoidance and mitigation and more land provided for compensatory habitat if this is indeed the only option. Specific examples are as follows:</p> <ul style="list-style-type: none"> Loss of 2.53 ha (52%) of the priority calcareous grassland habitat 8.9.115. Aim to create 75.31 but no indication of how long this will take to establish and whether a 50% reduction is viable in the meantime. Loss of 12.42 ha of nationally important priority woodland habitat. GWT disagrees with the timescales provided to establish species rich, calcareous grassland and reach 'desired condition. This objective is too subjective and should be amended to reaching priority habitat condition. This will not be achieved within 3-5 years and is unlikely to be achieved in 20 years, a position that is supported by long-term peer-reviewed studies. <p>This is a significant concern for GWT.</p>	<p>Efforts were made throughout design to avoid as much priority habitat such as lowland mixed deciduous woodland, hedgerows and lowland calcareous grassland, as possible. Avoidance is applied where possible and mitigation measures such as translocation of coppice stools are proposed. Where it is not possible habitat replacement planting is considered to provide compensation for habitat loss.</p> <p>Regarding loss of 2.53 ha (52%) of the priority calcareous grassland habitat. This is the area within the scheme but excluding that within the SSSI which is assessed separately. It is acknowledged that the grassland may establish within 3-5 years but take up to twenty years or longer to reach desired condition.</p> <p>Loss of woodland is assessed as being a large adverse and significant at the national level due to it being priority habitat.</p> <p>Loss of other less species rich neutral grassland is slight adverse and not significant.</p>	
8.3.	Crickley Hill recreational pressure on SSSI and Nature Reserve	<p>GWT disagrees with the conclusion that the mitigation strategy will adequately remove significant effects on the ecological condition of Crickley Hill as a result of increased recreational pressure during the operation of the scheme and its improved PRoW network. There are particular concerns about increased access for horse riders and cyclists to Crickley Hill via the Cotswold Way crossing and an overreliance on signage to divert users.</p>	<p>An assessment of the potential impact of new and diverted public rights of way and recreational pressures from walkers, cyclists and horse riders on the SSSI during operation is assessed within Chapter 8 Biodiversity (Document Reference 6.2, APP-039) and concludes a minor adverse impact upon Crickley Hill and Barrow Wake SSSI which is slight and not significant. Highways England has carefully considered a request for monitoring of recreational activity on Crickley Hill Country Park and the SSSI before, during and/or post construction but does not</p>	<p>04/11/2019 consultation response</p> <p>Updated in review of SoCG in November 2021</p>

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		<p>GWT has four main issues</p> <p>The residual impact should be described as adverse, moderate and nationally significant.- Lack of detail on the recreational mitigation plan and reliance on measures which GWT and the NT have advised as unlikely to be effective e.g. signage, opposed to production of a SAMM plan. -Disagreement on the assumption that the Air Balloon Way will relieve recreational pressure on the SSSI.</p> <p>Lack of commitment ongoing monitoring of recreational impact on the SSSI.</p> <p>See GWT's response to ExQ2 (REP6-028) for further information.</p> <p>This is a significant concern for GWT.</p>	<p>consider this to be appropriate given the conclusions of the assessment reported in ES Chapter 12 Population and Human Health (Document Reference 6.2, APP-043) (slight adverse and not significant).</p> <p>Highways England's position on recreational pressure on the SSSI is summarised within Section 2.15 of the Response to Written Representations made at Deadline 1 (Document Reference 8.11, REP2-012). Highways England does not agree that the changes to PRoW arising from the scheme would result in a significant adverse effect upon the SSSI.</p>	
8.4	Assessment and conclusions of ES Chapter 8	<p>GWT reserves further comments on the matters below until the LEMP is available to review. Matters raised in relation to what is included in the assessment to date include:</p> <ul style="list-style-type: none"> a) How the permeability of ecological corridors will be maintained during construction. This assessment should be about network connectivity and not restricted to subjective assessments for protected species. b) An evidence base for calcareous grassland of CG5 quality being established within three years c) Detail on the impact of the loss of sections of important hedgerow on ecological connectivity. 85 % of 	<p>Information regarding these points is included in Chapter 8 Biodiversity Document Reference 6.2, APP-039). In addition:</p> <ul style="list-style-type: none"> a) Essential mitigation during the construction phase is identified in the Register of Environmental Actions and Commitments (REAC), contained within ES Appendix 2.1 EMP (Document Reference 6.4, REP2-006). This has been developed to avoid or reduce the potential construction impacts on habitats and species such as habitat loss, habitat severance, disturbance and species mortality. Examples of measures include phased vegetation clearance; use of dead hedges to allow bats to continue using key commuting routes; habitat creation in the 	SoCG meeting, 7 April 2022

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		<p>important hedgerows present are being lost 8.10.81. Judged as major adverse and nationally significant impact 8.10.83. Does this affect viability of connections in the landscape?</p> <p>d) GWT disagrees with the conclusion of the assessment of invertebrates and considers that the loss should be categorised as of national importance</p> <p>This is a significant concern for GWT.</p>	<p>form of stepping-stones of calcareous grassland and other multispecies habitat creation areas such as reptile habitat will benefit notable invertebrates as well as protected species.</p> <p>b) ES Chapter 8 acknowledged that grassland would take between three years and five years to establish but would take ten to twenty years or more to reach the target botanical condition. The earliest establishment period for calcareous grassland is considered reasonable on the basis of case studies such as the RSPB's case study at Manor Farm, Newton Tony, Wiltshire where arable land was reverted to lowland calcareous grassland showed that by the third year after sowing, the plant community was typical of early grassland creation, with a large diversity of species present – 37 species were recorded inside the assessment quadrats, with a further 21 species elsewhere in the sward. These included species which are characteristic of chalk grassland and typical of nutrient-poor conditions (source: https://farmwildlife.info/2020/08/08/case-study-reversion-of-arable-land-to-lowland-chalk-grassland/).</p> <p>c) Chapter 8 of the ES considers both the impacts of hedgerow loss upon hedgerows as a biodiversity resource, and separately upon connectivity for other biodiversity resources.</p>	
9. Noise and Vibration (Chapter 11 of the ES)				
	No matters identified.			

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
10. Population and Human Health (Chapter 12 of the ES)				
	No matters identified.			
11. Population and Human Health – Public Rights of Way (Chapter 12 of the ES)				
	No matters identified.			
12. Road Drainage and the Water Environment (Chapter 13 of the ES)				
	No matters identified.			
13. Climate (Chapter 14 of the ES)				
13.1	Assessment and conclusions of ES Chapter 14	<p>GWT reserves further comment the assessment of likely changes in the climate envelope of any habitats created as part of the mitigation and net gain measures until the construction LEMP is available for review.</p> <p>This is a minor concern for GWT.</p>	<p>ES Chapter 8 Biodiversity (Document Reference 6.2, APP-039) considers the use of some non-native tree species for resilience to climate change. Full species lists will be developed in future iterations of the LEMP. The end stage EMP will include long term habitat management plans to ensure habitats created continue to function as intended.</p> <p>Highways England is committed to ongoing engagement with GWT and all key environmental stakeholders prior to and during the detailed design process, as well as during construction of the scheme, as set out in GP8 Stakeholder engagement of the EMP (Document Reference 6.4, REP4-027). The stakeholders, including GWT, are listed in Section 2.2.</p>	SoCG meeting, 7 March 2022
14. Consideration of Cumulative Effects (Chapter 15 of the ES)				
14.1	Assessment of cumulative impacts	GWT considers the assessment screening process to be inadequate because it discounts the cumulative impacts of developments of a number of allocated developments due to differences in timeframe. Whilst accepting that this is in-line with LA 104 guidance, it does not	<p>We have screened out non-EIA development based on the DMRB criteria listed in para 15.3.11 of ES Chapter 15 - Assessment of Cumulative Effects (Document Reference 6.2, APP-046) below.</p> <p>"In accordance with the methodology outlined in DMRB LA 104 Environmental assessment and</p>	Review of SoCG in November 2021

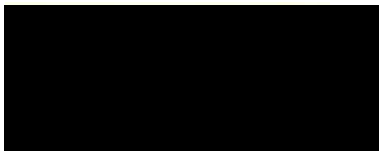
Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
		provide a true reflection of the likely cumulative impacts. This is a moderate concern for GWT.	<p>monitoring (section 3.21.2), the assessment of cumulative effects with other developments for the scheme reports on:</p> <p>a “roads projects which have been confirmed for delivery over a similar timeframe;</p> <p>b other development projects with valid planning permissions or consent orders, and for which EIA is a requirement; and</p> <p>c proposals in adopted development plans with a clear identified programme for delivery”.</p> <p>Relevant ‘other developments’, as listed above, have been identified through a combination of consultation with the relevant planning authorities and directly from published sources”.</p> <p>Major development that are not EIA are included in the long list of developments identified through consultation with the relevant planning authorities in Table 1 1 of Appendix 15.1 Consideration of Cumulative Effects (Document Reference 6.4, APP-413) presents does identify ‘non-EIA development’, ‘pending applications’ and ‘emerging planning policy’, this is either because the major development is within allocated sites within adopted development plans (for major developments) or it they were noted down as pending applications so we could monitor progress to see if they got planning permission prior to assessment. This demonstrates we have given them consideration. From the column titled “Potential to give rise to significant cumulative effects?” it is clear that they’ve been screened out based on being ‘pending’, ‘not EIA’ or ‘not yet adopted planning policy’.</p>	

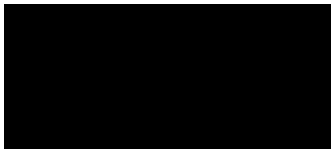
Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
15. Environmental Management Plan				
15.1	Content of the EMP	<p>GWT requests that a detailed fish translocation plan is included in the EMP.</p> <p>GWT has also requested that monitoring of key ecological and biodiversity receptors should continue until target habitat quality and quantity is achieved or the end of the Design Year (whichever is sooner).</p> <p>This is a moderate concern for GWT.</p>	<p>The EMP (end of construction stage) including 'long-term commitments to aftercare, monitoring and maintenance activities' confirms that the authorised development must be operated and maintained in accordance with the approved EMP (end of construction stage). As part of this, all landscaping works must be carried out in accordance with the approved landscaping scheme. Any tree or shrub planted as part of the scheme that, within five years of planting, is removed or dies or is damaged, must be replaced.</p> <p>Highways England is committed to ongoing engagement with GWT and all key environmental stakeholders prior to and during the detailed design process, as well as during construction of the scheme, as set out in GP8 Stakeholder engagement of the EMP (Document Reference 6.4, REP4-027). The stakeholders, including GWT, are listed in Section 2.2.</p>	SoCG meeting, 7 March 2022
16. Crossings of the A417				
	No matters identified.			
17. Gradient change				
	No matters identified.			
18. Cowley junction				
	No matters identified.			
19. The realignment of the B4070 to Birdlip via Barrow Wake				
	No matters identified.			
20. Common Land				

Ref.	Matter	Gloucestershire Wildlife Trust position	Highways England position	Date of the position
	No matters identified.			
21. Improvements for walking, cycling and horse riding including disabled users				
21.1	The proposed Air Balloon Way	<p>GWT considers that the Air Balloon Way may increase recreational pressure on the SSSI and has requested a cost-benefit analysis which considers the environmental impacts.</p> <p>This is a moderate concern for GWT.</p>	Highways England has provided an overall BCR for the scheme. However, individual elements of the proposals aren't assessed in their own right. The BCR, including non-monetised benefits can be seen within the Case for the Scheme (Document Reference 7.1, APP-417).	SoCG meeting, 8 March 2022

Appendices

Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Gloucestershire Wildlife Trust
Name	Dr Gareth Parry
Position	Director for Nature's Recovery
Date	12 May 2022

For signing	
Signed	
On Behalf of	Highways England
Name	Michael Goddard
Position	Project Director
Date	16 May 2022

Appendix B Landowner Position Statement with Gloucestershire Wildlife Trust

Landowner Position Statement – Gloucestershire Wildlife Trust (GWT)

1.1 Purpose of this Document

- 1.1.1 Highways England has prepared a series of Position Statements with landowners directly impacted by the A417 Missing Link project. These have been prepared in collaboration with the District Valuer Services (DVS), Highways England Property and Compensation Team and Highways England Project Management Team to inform ongoing discussions about land interests.
- 1.1.2 The purpose of the Position Statement is to provide a 'live' document that captures the key engagement activities held with a landowner and record important matters raised, and with a Highways England response to such matters.
- 1.1.3 The detail recorded within this Position Statement relates to the communication and engagement regarding Gloucestershire Wildlife Trust (GWT)'s position as a landowner impacted by the scheme.
- 1.1.4 Further detail relating to any consultation responses submitted by GWT during targeted landowner and statutory consultation periods can be found in the Consultation Report (Document Reference 5.1, APP-027) and Consultation Report Appendices (Document Reference 5.2, APP-028/029) submitted in support of the DCO Application. Where appropriate, matters pertinent to GWT's land raised in those submissions are captured in this document, whereas wider matters (for example any opinions expressed about the principle of development) are not captured in this document to avoid duplication.
- 1.1.5 This Position Statement presents the final position between National Highways and GWT and is submitted at Deadline 9 (16 May 2022).

Table 1 Record of Key Engagement

Date	Form of correspondence	Key Topics Discussed and key outcomes
21/08/2019	Meeting	The following actions were agreed at the meeting with GWT: <ul style="list-style-type: none"> Cotswold Way footpath to be diverted. Vegetation clearance and borehole locations to be reviewed further. The borehole within the Coach Park is to be moved.
27/09/2019	Statutory Consultation Notification	A letter was sent in accordance with Section 42(d) of the Act to notify GWT of the pre-application consultation.
13/01/2020	Land Interest Consultation Invitation - Letter	Consultation letter issued to GWT and meeting arranged for 5 February 2020.
05/02/2020	Meeting	Highways England explained the potential to change the junction at Crickley Hill from a roundabout to a T-Junction. GWT's main concerns were: <ul style="list-style-type: none"> Risk to biodiversity. Damage to the Site of Special Scientific Interest (SSSI) at Crickley Hill through the current design of the Green Bridge. Damage to the SSSI at Barrow Wake through the current scheme design
09/07/2020	Email – Landowner Meeting Invitation	Meeting arranged with GWT on 27 July 2020.
27/07/2020	Meeting (Virtual)	GWT raised concerns that the entrance to Crickley Hill will be permanently impacted by the scheme. GWT request that this is changed to temporary land take for the DCO subject to construction requirements. GWT requested for the cattle grid at the entrance to their land at Crickley Hill Country Park to be retained. GWT raised concerns about the increase in bridleway traffic next to Crickley Hill. GWT explained the Tree Preservation Order's (TPOs) that exist on their land around the site. Highways England explained that feedback from the 2019 statutory consultation focused on the repurposing of the old A417 down to Barrow Wake.

Date	Form of correspondence	Key Topics Discussed and key outcomes
		<p>GWT requested that the impact on the SSSI around Barrow Wake is reviewed. Members of the project team will provide an update from a site visit on 28 July including the level of impact on the SSSI and the land required.</p> <p>Concerns were raised by GWT that the proposals will not help to reduce existing anti-social behaviour in the area.</p> <p>GWT look to discourage any mountain biking or horse-riding on the SSSI.</p>
13/10/2020	Statutory Consultation Notification	<p>A letter was sent in accordance with Section 42(d) of the Act to notify GWT of statutory pre-application consultation.</p>
22/10/2020	Meeting (Virtual)	<p>The scheme design changes at Crickley Hill were explained to GWT. This included the changes in the alignment of the highway at Crickley Hill.</p> <p>GWT stated that there will be some trees that they do not wish to maintain liability for. GWT to review the scheme arboricultural report to identify the relevant trees.</p> <p>GWT request a plan showing aerial imagery and the land take to be produced. Plan to be produced and issued to GWT.</p> <p>The total figure for the SSSI land take is still to be determined. It is hoped that the land take can be reduced when utility details are confirmed. It was confirmed that the middle access track originally proposed has been removed.</p> <p>It was explained to GWT that land acquisition and accommodation work discussions will begin in the next few months.</p> <p>Principle of common land strategy is to be developed.</p>
29/01/2021	Email Correspondence	<p>Draft accommodation works plans issued to GWT for comment.</p>
08/02/2021	Targeted Landowner Consultation	<p>A letter was sent in accordance with Section 42(d) of the Act to notify GWT of the targeted landowner consultation. (GWT stated at the landowner meeting on the 16 February that they did not receive the correspondence. Targeted landowner consultation documents reissued after the meeting on 16 February.)</p>
16/02/2021	Meeting (Virtual)	<p>Meeting to discuss the scheme design changes at Barrow Wake, Crickley Hill and Ullenwood Cricket Club.</p>

Date	Form of correspondence	Key Topics Discussed and key outcomes
		It was explained to GWT that there will be an overall reduction in their land directly impacted by the scheme.
14/10/2021	Meeting	Meeting between DVS and Land Agent acting for GWT to discuss and agree land acquisition. Information was sent to GWT's agent following the meeting in relation to the areas to be acquired and Highways England await a response / follow up discussion.

Table 2 Support / Matters Agreed

Issue No.	Sub-section/ Discipline	Landowner/Occupier Matter	Highways England Position
1	Drainage Infrastructure	Previous design plans did not include the existing soakaway and drainage infrastructure at Ullenwood Cricket Club.	The relevant plans were updated to show the existing soakaway and drainage infrastructure at Ullenwood Cricket Club. The scheme drainage design was revised with a new soakaway to be installed. The existing soakaway fails to meet existing requirements.
2	TPOs	GWT explained the TPOs and veteran trees that exist in their land interest. These trees and their preservation need to be considered as part of the scheme.	Highways England produced a map layer to show the TPOs that exist in the area around the scheme. This will help to ensure that existing TPOs are considered as the scheme design develops.
3	Arboricultural Report	GWT requested the arboricultural report at the landowner meeting on the 22 October.	The arboricultural report was shared with GWT on 23 October 2020.
4	Land Plans	GWT request a plan showing aerial imagery and the land take to be produced. Plan to be produced showing this level of detail and issued to GWT.	Plans showing aerial imagery and the land take proposed were issued to GWT on 7 January 2021.
5	Replacement Common Land	GWT have raised queries in relation to the transfer of proposed Replacement Common Land to them following its establishment.	As set out in the Statement of Reasons (Document Reference 4.1, Rev 1, REP4-021) submitted as part of the application, the proposed Replacement Common Land would revert to the owner of the Common Land to be acquired (GWT). This was a key consideration when considering spatial options for the proposed replacement land, as set out within Appendix D of the Statement of Reasons. Highways England are committed to continuing to work with GWT to create replacement land which is of the same or better quality and character as the existing Common Land.

Issue No.	Sub-section/ Discipline	Landowner/Occupier Matter	Highways England Position
6	Business Disruption	Disruption to access to Crickley Hill Country Park may occur during works to Leckhampton Hill.	Any businesses losses will need to be demonstrated and a compensation claim submitted to National Highways for consideration.

Table 3 Issues / Matters Outstanding

Issue No.	Sub-section/ Discipline	Landowner/Occupier Comment	Highways England Response
1	Accommodation works	Accommodation works to be provided as part of the scheme are to be agreed.	Accommodation works will be developed and agreed during the detailed design stage of the scheme.
2	Land acquisition	Land acquisition discussions to begin. GWT requested that further detail about land acquisition is sent to them in advance of any meetings.	Land acquisition discussions have begun between the DVS and the land agent appointed by GWT. Following the meeting held in October 2021, information in relation to the land to be acquired was shared with GWT's agent, and the DVS are to provide copy of HoTs to GWT.