

# Medworth Energy from Waste Combined Heat and Power Facility

PINS ref. EN010110

Document Reference: Vol 8.X

Revision 0.0

November 2022



## Statement of Common Ground between Medworth CHP Limited and National Highways (DRAFT)

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



## Revision History

Revision number	Date	Details
0.0	November 2022	Draft produced by Medworth CHP Ltd for comment

## Signatories

### Applicant

Signed

On behalf of

Name

Position

Date

### National Highways

Signed

On behalf of

Name

Position

Date



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# 1. Introduction

## 1.1 Purpose of Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) has been prepared between Medworth CHP Limited ('the Applicant') and National Highways to set out the areas of agreement, areas under discussion and/or areas of disagreement between the parties in relation to the proposed Development Consent Order (DCO) Application for the Medworth CHP EfW Facility.

1.1.2 The preparation of SoCG is encouraged by PINS. Advice Note 11: Working with public bodies in the infrastructure planning process encourages a proactive approach to reaching agreement on the approach and the conclusions of the Environmental Impact Assessment (EIA), and the approach to consents, licences and authorisations.

1.1.3 This SoCG covers the following topics:

- General;
- Draft DCO;
- Environmental Statement Chapter 3 – Description of the Proposed Development;
- Environmental Statement Chapter 6 – Traffic and Transport; and
- Outline Operational Traffic Management Plan.

1.1.4 It is the intention that this document will facilitate further discussions between the Applicant and National Highways and will provide the Examining Authority (ExA) with a clear overview of the level of common ground between both parties. This document will be updated throughout the application process.

## 1.2 Approach to Statement of Common Ground

1.2.1 The structure of this SoCG is as follows:

- Section 2: The parties to the SoCG;
- Section 3: Agreement on Common Ground;
- Section 4: Summary.



## 2. The parties to the Statement of Common Ground

### 2.1 The Applicant and Party to the Statement of Common Ground

2.1.1 The parties to this SoCG are:

- Medworth CHP Limited, the Applicant for the Proposed Development; and
- National Highways.

### 2.2 Role of National Highways and Consultation

2.2.1 National Highways are a prescribed consultee and statutory undertaker in relation to the DCO application. They are responsible for operating, maintaining and improving the strategic road network (SRN). The A47 which runs through the DCO Order limits, is under the jurisdiction of National Highways. The Applicant proposes to run the underground grid connection cables and a new water main following the verge of and under of the A47 respectively.

2.2.2 To introduce the project and discuss matters relating to the Strategic Highway Network, the Applicant first contacted National Highways (previously Highways England) in December 2019. In October 2021 National Highways and the Applicant reached agreement to install the Grid Connection following the verge of the A47 between New Bridge Lane and Broadend Road.

2.2.3 In November 2021 the Applicant and National Highways commenced discussions on the method of construction to install the potable Water Connections across the A47; either open cut or horizontal directional drilling (HDD). These negotiations are ongoing, therefore both options are included in the DCO Application.

2.2.4 In February 2022 the Applicant, National Highways, and the Water Management Alliance (King's Lynn Internal Drainage Board) met to discuss and agree an approach to install the Grid Connection following the verge of the A47 at points where it crosses IDB drains.

2.2.5 The Applicant has included Protective Provisions for the benefit of National Highways in **Schedule 11** of the **Draft DCO (Volume3.1)**. [APP-013].

2.2.6 A summary of the pre-application consultation with National Highways is set out in **Appendix A**. A summary of consultation with National Highways following the submission of the DCO Application on 7 July 2022 is set out in **Table 2.1**.

**Table 2.1: Summary of post application submission consultation with National Highways**

ID	Date	Form of consultation	Statutory/Non-Statutory	Summary
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<b>NH001B</b>	12/07/2022	Email	Non-statutory	Issued National Highways the Draft DCO Protective Provisions for comment and highlighting a SoCG would be drafted in due course.
<b>NH002B</b>	02/09/2022	Email	Non-statutory	Applicant requested an update meeting.
<b>NH003B</b>	29/09/2022	Email	Non-statutory	Copy of letter from National Highways to the Planning Inspectorate registering as an interested party.
<b>NH004B</b>	07/10/2022	Email	Non-statutory	National Highways confirmed receipt of s56 notice and were reviewing the DCO documents. Proposed to replace the Draft DCO protective provisions with updated version. Request for costs of the proposed works within the highway.
<b>NH005B</b>	10/10/2022	Email	Non-statutory	Applicant acknowledged receipt of updated protective provisions and request for costs of the proposed works within the highway.
<b>NH006B</b>	24/10/2022	Email	Non-statutory	Applicant requested a meeting with National Highways to discuss the protective provisions provided on the 07/10/2022.
<b>NH007B</b>	25/10/2022	Email	Non-statutory	National Highways agreed to a meeting on the 31/20/2022.
<b>NH008B</b>	31/10/2022	Meeting	Non-statutory	To discuss the draft protective provisions, and the security of mitigation measures in the CTMP. An update on the water connections crossing method technical note was sought.
<b>NH009B</b>	02/11/2022	Email	Non-statutory	Draft SoCG issued to National Highways for comment.  Applicant provided costs for the proposed works within the highway.
[other – to be confirmed]				

## 2.3 Summary of Current Position

2.3.1 The summary of the current position will be updated following National Highways review of the initial draft SoCG (Rev 0).



## 2.4 Status of the Statement of Common Ground

2.4.1 The current version of the SoCG (Rev 0) is in draft form. The documents referred to in this version of the SoCG are those submitted with the DCO Application and available on the Planning Inspectorate's website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/medworth-energy-from-waste-combined-heat-and-power-facility/?ipcsection=docs>

2.4.2 The examination library references have been adopted in the SoCG for ease:

<https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010110/EN010110-000900-Medworth%20Examination%20Library.pdf>



## 3. Agreement on Common Ground

### 3.1 Overview

3.1.1 The following sections of this SoCG set out the level of agreement between the parties for each relevant topic. In order to easily identify whether a matter is 'agreed' or 'not agreed', a RAG within the 'position' column with red illustrating no agreement, amber that agreement is yet to be reached and the matter is still under discussion, and green, agreement.

3.1.2 The following section of this SoCG summaries the level of agreement between Medworth CHP Ltd and National Highways on all relevant matters.

### 3.2 General

#### Application elements relating to National Highways

3.2.1 The elements of the Proposed Development which may affect the interests of National Highways are work numbers 6A (Water Connections) and 7 and 8 (associated development related to the electrical underground connection) detailed in **Schedule 1 of Part 1 (Authorised Development)** of the **Draft DCO (Volume 3.1) [APP-013]**.

3.2.2 National Highways is identified as a relevant statutory undertaker in the Draft DCO. **Part 5 of Schedule 11 (Protective Provisions)** of the Draft DCO (**Volume 3.1) [APP-013]** sets out the provisions for the protection of National Highways assets.

#### Overview of the Proposed Development

3.2.3 The Proposed Development comprises the following key elements:

- The EfW CHP Facility Site;
- CHP Connection;
- Access Improvements;
- Temporary Construction Compound (TCC);
- Water Connections; and
- Grid Connection (underground cable and Walsoken Substation).

3.2.4 A summary description of each Proposed Development element is provided below. A more detailed description is provided in **Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]** of the ES. A list of terms and abbreviations can be found in **Chapter: 1 Introduction, Appendix 1F Terms and Abbreviations (Volume 6.4) [APP-068]**.





- **EfW CHP Facility Site:** A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board (HWIDB) drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building, chimneys and administration building. The gatehouse, weighbridges, 132kV switching compound and laydown maintenance area would be located in the southern section of the EfW CHP Facility Site.
- **CHP Connection:** The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the eastern edge of the disused March to Wisbech railway. Potential end users of the heat and power have been identified along the line of the railway. The pipeline and cables would be located on a raised, steel structure.
- **TCC:** Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Proposed Development. The compound would be in place for the duration of construction.
- **Access Improvements:** includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- **Water Connections:** A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 (open cut trenching or horizontal directional drilling (HDD)) to join an existing Anglian Water main. A foul sewer connection is required from an existing pumping station operated by Anglian Water located to the north-east of the Algores Way site entrance and into the EfW CHP Facility Site.
- **Grid Connection:** This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the 132kV switching compound in the EfW CHP Facility Site and runs underneath New Bridge Lane, before heading north following the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.

3.2.5

The Proposed Development would be constructed in a manner consistent with that described within ES **Chapter: 3 Description of the Proposed Development (Volume 6.2) [APP-030]**. In summary:

- Work would commence with the establishment of the TCC together with any pre-commencement surveys and works to demolish existing structures and clear the EfW CHP Facility Site. The mobilisation and site set-up phase will last approximately 3-months.
- Access Improvements on New Bridge Lane will commence and take place over a 6-month period.



- Civil works comprising earthworks, piling and later the creation of external hardstanding areas, concrete structures and steelwork framing and the installation of the Water Connections will take place over a 34-month period.
- Overlapping with the erection of the structures at the EfW CHP Facility Site, mechanical, electrical and plant installation would take place over a period of 24-months followed by a 9-month period of commissioning and testing.
- The construction of the CHP Connection and Grid Connection would follow a similar process of mobilisation, civils and commissioning.
- Underground cabling for the Grid Connection follows the verge of the A47 between New Bridge Lane and Broadend Road. The maximum length of A47 road closures (northbound carriageway) would be 300m each night, between 20:00 and 06:00. The carriageway will be reopened each day. Further details of the construction of the Grid Connection works are provided in **Section 3.9.5 to 3.9.12 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]**.
- Two options for installing the Water Connection (potable) across the A47 at Broadend Road are included within the Draft DCO:
  - **Open cut** – to be carried out during the night-time traffic management exercise that is required for the Grid Connection works. To complete the works, an additional single night-time road closure of the southbound carriageway is required. For further details see **Section 3.10.4 to 3.10.10 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]**.
  - **HDD** – Except for unforeseen circumstances that may require extending the hours of working, the HDD process would be undertaken during daytime construction hours 07:00 to 19:00 Monday to Friday and 08:00 to 16:00 Saturday. Whilst the HDD launch pit will be located on 3<sup>rd</sup> party land and accessed via the local highway network New Bridge Lane (north), the receive pit is located off the A47 southern carriageway at New Bridge Lane (south), therefore temporary traffic management measures, such as lights, cones, barriers and convoys may be used on the southern carriageway of the A47. For further details see **Section 3.10.11 to 3.10.18 ES Chapter 3: Description of the Proposed Development (Volume 6.2) [APP-030]**.

3.2.6 Following the completion of commissioning and testing, the TCC site accessed from Algores Way would be restored to its former condition.

3.2.1 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3, Section 14 of the Planning Act 2008 by virtue of the fact that the generating station is located in England and has a generating capacity of over 50MW (see section 15(2) of the 2008 Act). It, therefore, requires an application to be submitted to the Secretary of State for a Development Consent Order (DCO). The DCO application has been submitted by Medwath CHP Ltd (the Applicant); a wholly owned subsidiary of MVV Environment Ltd.



Table 3.1: Agreement Log: General

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.1.1	The summary of the Proposed Development provided in <b>Section 3.2</b> above reflects National Highways' understanding of the Project and its potential impact on National Highways' assets, interests and the SRN.		Agreed.

### 3.3 Draft DCO

Table 3.2: Agreement Log: Draft DCO

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.2.1	The operative powers sought in the Articles in Draft DCO are acceptable to National Highways provided that they are subject to the protective provisions.		Agreed.
3.2.2	The drafting of the requirements set out in Schedule 2 of the Draft DCO are acceptable to National Highways provided that they are subject to the protective provisions.		Agreed.
3.2.1	The wording of Part 5 of Schedule 11 of the Draft DCO appropriately protects the assets and interests of National Highways and the parties agree that there will be no serious detriment to National Highways' undertaking ( <b>Volume 3.1 Draft DCO</b> ) [APP-013].		<p>A meeting was held on 31/10/2022 to discuss the draft protective provisions. The Applicant agreed to update the draft protective provisions to include the works that could not be undertaken without the approval of National Highways.</p> <p>A further meeting took place on 10 July 2023 where the Applicant/Promotor confirmed no objection to National Highways standard Protective Provisions which will sit in the DCO and the parties agreed that project specific protective provisions would be dealt with by way of a side agreement.</p>



### 3.4 ES Chapter 3 – Description of the Proposed Development

**Table 3.3: Agreement Log: ES Chapter 3 – Description of the Proposed Development**

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.3.1	<p><u>Water Connections (Work 6A)</u> The proposals relating to the placement of a water main under the A47 (<b>Section 3.3.27 Volume 6.2 ES Chapter 3: Description of Proposed Development</b>) [APP-030] and associated construction methodology (<b>Section 3.10.1 – 3.10.10</b>) are appropriately designed to avoid adverse impacts on the A47.</p> <p>Two options for the A47 crossing remain under consideration and the final design will be subject to further discussion with and approval from National Highways (<b>Section 3.10.3 Volume 6.2 ES Chapter 3: Description of Proposed Development</b>) [APP-030] and <b>Part 5 Protective Provisions</b> of the <b>Draft DCO (Volume 3.1)</b> [APP-013].</p>		
3.3.2	<p><u>Grid Connection (Work No 7 and 8)</u> The proposals relating to the running of the underground Grid Connection following the verge of the A47 from New Bridge Road to Broadend Road (<b>Section 3.3.29 – 3.2.3, and Section 3.6 Volume 6.2 ES Chapter 3: Description of Proposed Development</b>) (<b>Volume 6.2</b>) [APP-030] and associated construction methodology (<b>Section 3.9</b>) are appropriately designed to avoid adverse impacts on the A47.</p>		

### 3.5 ES Chapter 6 - Traffic and Transport

- 3.5.1 **ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]** reports the assessment of potential significant effects on traffic and transport. **Table 3.4** below records the agreement on key matters relating to the assessment of effects on the A47 reported in Chapter 6.

**Table 3.4: Agreement Log: ES Chapter 6 – Traffic and Transport**

ID	Statement on which agreement is	Position	Commentary
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	sought	(RAG)	
3.4.1	<p><u>Study Area</u> The A47 is the only road forming part of the Strategic Road Network (SRN) which requires consideration as part of the assessment (<b>Section 6.5.3 – 6.5.5 Volume 6.2 ES Chapter 6 Traffic and Transport</b>) (<b>Volume 6.2</b>) [APP-033] and the baseline conditions of the SRN are appropriately described in the ES.</p>		Agreed.
3.4.2	<p><u>Baseline</u> The description of the SRN within the context of the Proposed Development is appropriately described in the ES (<b>Section 6.5 Volume 6.2 ES Chapter 6 Traffic and Transport</b>) (<b>Volume 6.2</b>) [APP-033].</p>		Agreed.
3.4.3	<p><u>Future baseline</u> The description of the future baseline, including the developments that will affect the A47 are appropriately described in the ES (<b>Section 6.5 Volume 6.2 ES Chapter 6 Traffic and Transport</b>) (<b>Volume 6.2</b>) [APP-033].</p>		Agreed.
3.4.4	<p><u>Operational HGV Access Strategy</u> The proposed routing of HGVs along the A47 is appropriate (<b>Paragraph 6.6.110 Volume 6.2 ES Chapter 6 Traffic and Transport</b>) [APP-033] and <b>ES Figure 6.16: Operational HGV Access Strategy</b> (<b>Volume 6.3</b>) [APP-050].</p>		Agreed.
3.4.5	<p><u>Assessment Methodology</u> The methodology adopted for the assessment set out in Section 6.9 of the ES is appropriate (<b>Volume 6.2 ES Chapter 6 Traffic and Transport</b>) [APP-033].</p>		Agreed.
3.4.3	<p><u>Significance of Effects</u> It is agreed that there would be no significant effects on the operation of the SRN, specifically the A47, during the construction and operation of the Proposed Development (<b>Sections 6.10 – 6.11 ES Chapter 6 Traffic and Transport</b>) (<b>Volume 6.2</b>) [APP-033].</p>		



- 3.5.2 **ES Appendix 6A Outline Construction Traffic Management Plan (Volume 6.4) [APP-072]** sets out the strategy for managing construction traffic related to the Proposed Development. **Table 3.5** below records the agreement on key matters relating to the Outline Construction Traffic Management Plan.

**Table 3.5: ES Appendix 6A Outline Construction Traffic Management Plan**

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.5.1	The <b>Outline Construction Traffic Management Plan [APP-072]</b> secured in <b>Requirement 11</b> of the <b>Draft DCO (Volume 3.1) [APP-013]</b> appropriately reflects the measures required to protect National Highways' assets during the construction of the Proposed Development.		Agreed.

- 3.5.3 **ES Appendix 6B Transport Assessment (Volume 6.4) [APP-073]** provides an assessment of the traffic and transport effects on the public road network arising from the Proposed Development. **Table 3.6** below records the agreement on key matters relating to the Transport Assessment.

**Table 3.6: ES Appendix 6B Transport Assessment**

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.6.1	<u>Existing Highway Network</u> The description of the SRN provided in <b>Section 5.3</b> of the <b>Transport Assessment (ES Appendix 6B (Volume 6.4) [APP-073])</b> accurately describes the baseline environment.		Agreed.
3.6.2	The approach to the collection of base traffic flow data set out in <b>Section 5.11</b> of the <b>Transport Assessment (ES Appendix 6B (Volume 6.4) [APP-073])</b> was agreed with National Highways.		Agreed.
3.6.2	The traffic generated as a result of the Proposed Development would be within the current capacity of the SRN and no significant effects are anticipated ( <b>Section 6 Traffic Generation and Distribution and Section 7 Assessment Scenarios of the Transport Assessment ES Appendix 6B (Volume 6.4) [APP-073]</b> ).		Agreed.



## 3.6 Outline Operational Traffic Management Plan

- 3.6.1 **The Outline Operational Traffic Management Plan (Volume 7.15) [APP-106]** sets out the strategy for managing operational traffic related to the Proposed Development. **Table 3.7** below records the agreement on key matters relating to the Outline Construction Traffic Management Plan.

**Table 3.7: Agreement Log: Outline Operational Traffic Management Plan**

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.7.1	The <b>Outline Operational Traffic Management Plan (Volume 7.15) [APP-106]</b> secured in Requirement 12 of the <b>Draft DCO (Volume 3.1) [APP-013]</b> appropriately reflects the measures required to protect National Highways' assets during the operation of the Proposed Development.		Agreed.

## 3.7 Compulsory acquisition and property matters

- 3.7.1 The Draft DCO contains powers of compulsory acquisition and temporary possession over land owned by National Highways. The Applicant has included a provision in the protective provisions contained paragraph 46 of Part 5 of Schedule 11 to the Draft DCO that would prohibit the use of compulsory acquisitions powers and temporary use powers in respect of National Highways' land and interests without the prior consent of National Highways.

**Table 3.8: Agreement Log: Compulsory acquisition**

ID	Statement on which agreement is sought	Position (RAG)	Commentary
3.4.1	National Highways does not object to the inclusion of compulsory acquisition of powers along the A47, subject to the protective provisions.		Discussions regarding the voluntary acquisition of rights are ongoing. The protective provisions contain an obligation on the Applicant not to exercise the compulsory acquisition powers along the A47 without National Highway's prior consent.



## 4. Summary

- 4.1.1 This SoCG has outlined the consultation that has taken place between the Applicant and National Highways during the pre-application and pre-examination phases of the DCO process. The agreement presents the current position reached prior to the commencement of examination.
- 4.1.2 This SoCG will be updated as discussions progress and made available to PINS as requested through the DCO examination phase.





## Appendix A Summary of pre-application consultation with National Highways

**Table A1: Summary of pre-application consultation with National Highways**

ID	Date	Form of consultation	Statutory/Non-Statutory	Summary
NH001A	16/12/2019	Written representation	Statutory	EIA Scoping Response; requesting that a transport assessment is carried out.
NH002A	01/04/2020	Virtual meeting (Teams)	Non-Statutory	Introductory Meeting in relation to traffic data, junction improvements.  A Traffic and Transport Scoping Note was issued after this meeting.
NH003A	18/12/2020	Email	Non-Statutory	The Applicant issued for review their methodology for the transport assessment (Scoping Note) with accompanying access design drawings.
NH004A	29/01/2021	Email	Non-Statutory	In response to the Applicant's Scoping Note, National Highways confirmed receipt and raised some clarifications.
NH005A	03/02/2021	Email	Non-Statutory	The Applicant provided a response to the clarifications sought by National Highways on the Scoping Note, including: <ul style="list-style-type: none"> <li>• Elm High Road/A47</li> <li>• Route Restrictions</li> <li>• Baseline Data</li> <li>• Future Year of Assessment</li> <li>• Peak Construction Traffic Impacts</li> <li>• Construction Compound</li> <li>• Access</li> <li>• Work in the SRN Highway</li> </ul>
NH006A	05/02/2021	Email	Non-Statutory	National Highway's acknowledging receipt of the Applicant's response and would enquire with others about placing third party works (Grid Connection) within the highway verge.
NH007A	23/02/2021	Email	Non-Statutory	To progress discussions on works



				within the highways verge, the Applicant received a response agreeing to a meeting from the Third Party Works Manager at National Highways.
<b>NH008A</b>	04/03/2021	Virtual meeting (Teams)	Non-Statutory	<p>Discussion regarding access from A47, the A47 OHL crossing and discussion around overnight closure or rolling road block (no longer part of the DCO).</p> <p>Discussion regarding Wisbech Access Strategy proposals for a new roundabout access with A47 and New Bridge Lane.</p>
<b>NH009A</b>	09/04/2021	Email	Non-Statutory	National Highways confirmed they had no comments or objections to the content of the Traffic and Transport Scoping Note.
<b>NH010A</b>	20/04/2021	Email	Non-Statutory	The Applicant issued National Highways and CCC Highways Authority for comment the preliminary drawings of typical cable trench and the potential Grid Connection route across the A47 and along Broadend Road and Elm High Road.
<b>NH011A</b>	24/05/2021	Meeting	Non-Statutory	Meeting to discuss Grid Connection cable crossings of internal drainage board (IDB) ditches and the A47.
<b>NH012A</b>	12/08/2021	Email	Non-Statutory	The Applicant issued National Highways a technical note on options to cable within the verge of the A47 to avoid a potential residential development. The technical note included technical, cost and environmental issues associated with each option considered.
<b>NH013A</b>	13/08/2021	Email	Non-Statutory	National Highways acknowledged receipt of the technical note and request for cabling in the verge of the A47.
<b>NH014A</b>	13/08/2021	Written Representation	Statutory	A s42 consultation response was provided by National Highways including reference to accesses, the transport assessment and study areas to be adopted.
<b>NH015A</b>	06/09/2021	Email	Non-Statutory	National Highways confirmed cabling in the verge of the A47 (to avoid a potential residential development) was accepted and asking if the works would be secured by a s50



				agreement/easement under the DCO
<b>NH016A</b>	16/09/2021	Email	Non-Statutory	The Applicant acknowledged National Highways agreement to allow cabling in the verge of the A47 to avoid a potential residential development. Subsequently, to avoid HDD under IDB ditches and crossing the A47 north of Elm High Road and Broadend Road, the Applicant requested National Highways agreement to cable within the verge the entire length of the Grid Connection along the A47.
<b>NH017A</b>	04/10/2021	Email	Non-Statutory	In response to a request from National Highways, the Applicant issued a preliminary alignment and method statement for the Grid Connection cables along the length of the A47 verge between New Bridge Lane and Broadend Road. The Applicant was consulting their lawyers to review the s50 agreement/easement matters.
<b>NH018A</b>	14/10/2021	Email	Non-Statutory	The Applicant confirmed that a s50 NRSW could be incorporated into the DCO, for agreement with National Highways. Requested a response to the Applicants request to cable in the verge of the A47 (New Bridge Lane to Broadend Road).
<b>NH019A</b>	14/10/2021	Email	Non-Statutory	National Highways confirmed they were able to accept cabling in the verge of the A47, therefore the issue was agreed and resolved from a national Highways perspective.
<b>NH020A</b>	04/11/2021	Virtual meeting	Non-Statutory	Meeting to discuss the approach to undergrounding the Grid Connection in the verge of the A47.
<b>NH021A</b>	04/11/2021	Email	Non-Statutory	To instruct General Counsel to proceed with any legal agreements and licences required in order that the proposed development can be delivered, National Highways requested a drawing of the proposed cabling in the verge of the A47. Assumed the cable would remain in private ownership. Noted the Applicant's appointed legal representatives, details to follow.
<b>NH022A</b>	05/11/2021	Email	Non-Statutory	The Applicant issued the requested drawings and proposed a site visit to review the general alignment along the



				A47 verge.
<b>NH023A</b>	15/11/2021	Email	Non-Statutory	The Applicant issued National Highways with contact details for their legal representatives.
<b>NH024A</b>	24/11/2021	Site visit	Non-Statutory	<p>Representatives from National Highways and the Applicant attended a site visit of the proposed Grid Connection route along the A47. The meeting concluded (and note circulated), the A47 verge is wide enough to accommodate the underground cables and joint bays and should they be progressed by Cambridgeshire County Council, practical solutions to accommodate the proposed roundabout upgrades. Further action to be discussed with National Highways were</p> <ol style="list-style-type: none"> <li>1) Temporary closure of the lay-by(s) during the work proposed works – for safety and storage;</li> <li>2) The length of temporary road closure we could implement at any one time, e.g. a 200m, 300m, 400m section.</li> <li>3) A separate matter regarding a potable water connection to Anglian Water's main on the south side of the A47.</li> </ol>
<b>NH025A</b>	25/11/2021	Virtual Meeting	Non-Statutory	<p>The Applicant and National Highways discussed the remaining further actions from the site visit on 24/11/2021.</p> <ol style="list-style-type: none"> <li>1) A temporary order can include the lay-bys for traffic management and storage</li> <li>2) The maximum length of a temporary road closure at any one time to be a 300m section.</li> <li>3) HDD for the Anglian Water potable water connection is preferred by National Highways. A further meeting is required to discuss open cut and HDD options.</li> </ol>
<b>NH026A</b>	26/11/2021	Email	Non-Statutory	Following a request from the Applicant to receive copies of likely document/licences that may need to be completed, National Highways issued a Roadspace Booking form, TTRO Application form and Guidance Notes, Section 50 Application and



				Licence.
<b>NH027A</b>	29/12/2021	Email	Non-Statutory	To assist the consideration of either an open cut or HDD for the potable water connection, the Applicant issued National Highways a drawing of the proposed route options and requested a meeting to discuss.
<b>NH028A</b>	06/01/2022	Email	Non-Statutory	Applicant requested details of culverts under the A47 and passed on a required from the Middle Level Commissioners to meet National Highways.
<b>NH029A</b>	06/01/2022	Email	Non-Statutory	National Highways acknowledged receipt of the Applicant's request and noted they may favour HDD but due to the soil conditions this may not be feasible due to the depth required.
<b>NH030A</b>	17/01/2022	Meeting	Non-Statutory	The Applicant presented further information to National Highways on options to open cut the potable Water Connection across the A47. To take place at night, be absorbed into the Grid Connection programme and could be undertaken using standard or 'PoroFrom' backfilling techniques.
<b>NH031A</b>	21/01/2022	Meeting	Non-Statutory	<p>A follow-up meeting arranged between National Highways and the Applicant due to unavailability of an officer on 17/02/2022. Key outcomes were</p> <ul style="list-style-type: none"> <li>• Reviewing the data sheet during the meeting, it was unlikely 'Porofom' could deliver the strengths required to support a single night-time carriageway closure; a traditional excavation and reinstatement technique was preferred.</li> <li>• To provide confront, National Highways would seek an extension from 12 to 24 months maintenance period for the proposed open cut works – agreed.</li> <li>• To minimise disruption, if the proposed works could be coordinated with other road scheme, this would be beneficial – agreed.</li> <li>• For National Highways</li> </ul>



				<p>consideration, MVV to prepare a technical note of the open cut proposal</p> <ul style="list-style-type: none"> <li>Concerning the culverts that cross the A47, National Highways to forward drawings/details to the Applicant.</li> </ul>
<b>NH032A</b>	24/01/2022	Email	Non-Statutory	<p>Agreed during the 21/01/2022 meeting, the Applicant issued National Highways a technical note for the open cut proposals.</p>
<b>NH033A</b>	25/01/2022	Email	Non-Statutory	<p>National Highways provided feedback on the Applicant's proposal to open cut the potable Water Connection across the A47. Comments included:</p> <ul style="list-style-type: none"> <li>After consulting the Geotechnical Team, HDD is preferable and an open cut would constitute a departure from standard. This in itself will require a separate submission to our HE SES team on WebDas.</li> <li>A departure is required to justify why this method should be used rather than an HDD.</li> <li>Investigating what standards will apply to the open cut proposals; consulting the Pavements Team.</li> <li>prefer to see the pipe within a duct, so if it fails, it can be replaced without affecting National Highway assets and the leak should have less impact.</li> <li>Anglian Water proposed an HDD under the A47 at Guyhirn as part of the SPA scheme, in similar ground conditions and at a fair depth as the River Nene was crossed under as well as the A47 – so it is possible to use an HDD here but to what depth?</li> </ul>
<b>NH034A</b>	25/01/2022	Email	Non-Statutory	<p>In response to National Highways comments, the Applicant confirmed:</p> <ul style="list-style-type: none"> <li>A duct for the open cut arrangement can be accommodated. This approach should reduce the time of the temporary works affecting the A47 and agree that it would enable</li> </ul>



replacement without interference to the A47.

- The Applicant originally reviewed and proposed HDD, but the reasons for investigating and now preferring an open cut method have emerged since securing agreement for the Grid Connection to be located in the verge of the A47 and how this could be accommodated with these works and temporary traffic management along the A47.
- There would only be a minor addition of a few nights to the traffic management scheme and in terms construction and reinstatement of the A47, we can work with National Highways to ensure the appropriate specifications are agreed, the works delivered to the necessary standards and we can extend the defects period to provide extra reassurance.
- The general arrangements for HDD are within the technical note previously issued to National. HDD aims to be c.4m below ground level to clear the IDB drains and A47.

<b>NH035A</b>	26/01/2022	Email	Non-Statutory	Further to a request from the Applicant, National Highways issued as built drawings of culverts along the A47.
<b>NH036A</b>	26/01/2022	Email	Non-Statutory	Acknowledging receipt of as built drawings of the culverts under the A47. Organising a meeting with King's Lynn Internal Drainage Board's (KLIDB) representatives the Water Management Alliance to discuss the Grid Connection cable across the IDB culverts.
<b>NH037A</b>	02/02/2022	Virtual meeting	Non-Statutory	Meeting between the Applicant, KLIDB and National Highways to discuss the proposals for the Grid Connection where it was agreed that, subject to suitable protective measure/provisions, the cable would be placed above the culverts using an open cut installation



				method. All parties agreed a SoCG would reflect this agreement and they will maintain a dialogue to co-ordinate implementation of the Proposed Development.
<b>NH038A</b>	09/02/2022	Email	Non-Statutory	National Highways requested confirmation on the Statutory Body who might be taking on the cabling after the works are completed.
<b>NH039A</b>	09/02/2022	Email	Non-Statutory	The Applicant confirmed they propose to retain ownership and would progress with the protective provisions/measures in place on this basis. However, the works will be implemented to adoptable standards, so they could pass to District Network Operator in the future.
<b>NH040A</b>	18/05/2022	Emails	Non-Statutory	The Applicant sought confirmation of what National Highways definition of "night-time working" is. National Highways confirmed for the A47 this is currently 20:00 to 06:00.



