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**From:** EDWARD CLARKE [REDACTED]  
**Sent:** 27 September 2019 16:56  
**To:** [REDACTED] Helen Batey  
<helen.batey@arcadis.com>; A585 Windy Harbour to Skippool  
<A585WindyHarbourtoSkippool@planninginspectorate.gov.uk>;  
windyHarbourtoSkippool@planninginspectorate.gov.uk;  
scott.kershaw@voa.gsi.gov.uk;  
A585WindyHarbourToSkippool@highwaysengland.co.uk; Veronica Smith  
[REDACTED]  
**Subject:** Re: FW: A585 Windy Harbour to Skippool - Mrs Smith Borrow Pit  
Land Compensation

All ( apologies for the lay mans approach to what we feel should be a high calibre discussion )

I have received correspondence from our ( Mrs M Smith ) appointed land agent , in relation to a meeting ( Helen Bateys notes attached ) i attended held on 1st August with Helen Batey , Scott Kershaw and Paul Dennis re the "Borrow Pit" compensation .

**The email covers a number of the important topics discussed but in reply to the email contents as received and partly representing the land owners interest I would like to put the following on record for future referral as necessary but hopefully for immediate action .**

1 The issues re permanent rights of way will dealt with directly with the relevant utilities companies , as the email suggests

2 Borrow Pits ( sometime referred to as "Sand Pits" )

we are concerned that the inference re compensation for the temporary use of our land being used as "Borrow Pits " valued around "agricultural land rent values "

A we reserve our right as original land owners for land not being directly used for the road be return once the project has been completed .

Our temporary borrow pits land appears to be valued on a par with other temporary acquired land which isn't being used for anything other than access / compound facilities .

Our land will be devastated in relation to its current condition and we believe a fair a reasonable value must be agreed taking all relevant facts into account , based on the national CLA guidance along with other published data including any residences set .

1 the basic land value must be a " loss of crop value " which is its current worth to ourselves , we received the going " loss of Crop" value Circ £450.00 per acre from Cuadrilla some six years ago for disruption to one years part crop , this didnt include the entitlements loss to which re were reimbursed for also . the land was returned unaltered .

The following in our opinion must then be considered with value added / possibly adding too /replacing the basic rent value accordingly .

2 i have perused a substantial amount of the planning inspectorates issued / released extensive documentation and would note that the ( highways England's commissioned survey ) borehole data isn't too specific in describing the materials found within the ground but uses their generic terms of description / reference .

The total area being aquired is in excess of 125,000.00 m<sup>2</sup> approximately 90.000 m<sup>2</sup> being the temporary acquired borrow pits area

Just dealing with the "borrow pits "area and looking at the issued engineering section drawings showing proposed resultant land levels relative to their current levels highlights a reduced level varying from 1m to 2m overhaul ( much deeper up to 12m deep where the road construction takes place ) .

we had cause to check some land drainage routes and pit overflow drains this week around the extent of the "borrow pit" field

the investagative dig resulted in us digging 5 no holes approximately 4m + deep , i did out of curiosity take samples @ 500mm depth intervals at each dig , i also vidioed and photographed each stage of each dig .

despite the borehole engineers none specific terminology , these fully representative excavations very clearly and reasonably consistently without exception showed the ground make up namely .

A ground to 400/500mm depth top soil

B 400/500mm depth to 1800/2000mm datum mixture of reasonable quality puddle clay (one area high stone content / sandy / clay )

**C 1800/2000mm DEPTH TO EXTENT OF 4000mm + DATUM DIG MATERIAL THAT IN MY OPINION APPEARED TO BE ALMOST PURE SAND , THAT FLOWED LIKE WATER THROUGH MY FINGERS .( in my opinion the bore hole survey core sample observer should have been more specific with the description of findings as its clear what materials were found )**

**I have the almost 40 no dig sample and almost the same number of photographs inc 1 no video , should anyone wish to view or receive a copy**

With the above in mind if the resultant levels are 1 to 2m below what exists now the final datum is almost certainly at the current sand level datum .

**BUT as the borrow pits will be i assume possibly excavated much lower to allow the inferior spoil to be dumped within the reduced level area then i assume topped with say 400/500mm top soil ? the amount of sand being removed could be 2m/3 per 1m/3 of plan area .**

**This excluding the road area and just looking at the borrow pits could amount to 180000 m/3 of quality sand being removed**

**as Approximately 20% is top soil 30% is useable clay core and 50% being sand is potentially being excavated surely this is a Quarry and not a Borrow Pit thus should be valued accordingly i.e. minerals / materials removed .**

**as Helens email attached meeting notes refer ( comment by Scott Kershaw SK please can we arrange for a minerals specialist involved / apointed ) OR Do we /also appoint a specialist ?**

**Edward Clarke**

**for Mrs Margaret Smith , Lodge Farm land immediately west of  
lodge lane from proposed bridge**

On 26 September 2019 at 16:44 Kendal [REDACTED]  
wrote:

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**From:** Batey, Helen [<mailto:Helen.Batey@arcadis.com>]  
**Sent:** 24 September 2019 21:12  
**To:** Kendal  
**Subject:** A585 Windy Harbour to Skippool - Mrs Smith

Dear Paul,

Please find attached the minutes from our meeting on 1st August with respect to your Client Mrs Smith and her representative Mr Clarke.

A plan showing the location where permanent rights through land which will be acquired temporarily by the Scheme is also attached. This responds to Item 4 detailed within the meeting minutes and also your email of 9th September 2019 (attached for reference). With respect to the additional point raised in your email, I can confirm that you will be dealing with Highways England rather than the Utility Company for the works associated with the diversion.

If you have any further queries please do not hesitate to get in touch.

Kind Regards,

Helen

**Dr Helen Batey** | Public Liaison Officer (on behalf of Highways England) | [helen.batey@arcadis.com](mailto:helen.batey@arcadis.com)

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2	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
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4	<p>[REDACTED] outlined that permanent rights may be acquired through [REDACTED] land which is to be temporarily acquired. [REDACTED] requested further details with respect to this.</p> <p><b>Post meeting note:</b> The location where permanent access will be acquired through land being temporarily acquired is shown on the accompanying plan (HE548643-ARC-LLO-SZ_ZZ000DR-D-3053 Rev 05). The permanent rights are required for access to United Utilities, Cadent and Electricity North West apparatus and access to a combined mammal fence / highway boundary.</p>	[REDACTED]





2	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p><a href="https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010035/TR010035-000257-ES%20Appendix%202.1%20Construction%20Information.pdf">https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010035/TR010035-000257-ES%20Appendix%202.1%20Construction%20Information.pdf</a></p>	
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