



National Infrastructure Planning  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

11<sup>th</sup> August 2021

Dear Ms Allen,

**APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A47 WANSFORD TO SUTTON PROJECT (TR010039)**

**RESPONSE TO S51 POST ACCEPTANCE ADVICE (3 AUGUST 2021) and S55 CHECKLIST FOLLOWING ISSUE OF ACCEPTANCE DECISION**

Thank you for your letter dated 2<sup>nd</sup> August 2021 providing advice under s51 of the Planning Act 2008 and the comments provided in Box 30 to the s55 Checklist. I have set out below our response to the points you have raised.

**1. Land Plans (Document 2.2)**

Where the land and title boundaries extend across multiple sheets, land plot boundaries have been determined and split at the sheet cut lines to assist with the reading of the land plans and the numbering of land plots. For consistency, only land plots on a particular sheet are shown on that sheet.

A note has been added to each of the Land Plan to clarify this:

2. Each plot shown on the land plans is shown on a single sheet and no plot straddles two or more sheets. Where a plot meets a cut line, that cut line is co-extensive with plot boundary.

The only insets shown on the Key Plan are those where the land shown is beyond the sheet boundary. Other insets are used to provide a magnified view of a small area of land to provide extra clarity of plot boundaries. These latter insets are not shown separately on the key plan due to their scale and the fact that they already fall within the land shown on the sheet in question.

The Land Plans have been updated with the above Note and resubmitted (**TR010039/APP/2.2 Rev 1**) with this letter.

**2. Works Plans (Document 2.3)**

With respect to comments on the location and extent of the construction compounds these are represented by a Work Nos.24 and 38. The construction compound hatch in the key was an error and this has been removed.

With regard to Work No. 53 on Sheet 7 the plan has been amended to show the turning head as a linear highway work. This approach has also been extended to other turning heads through the Scheme.

The Works Plans have been updated and resubmitted (**TR010039/APP/2.2 Rev 1**) with this letter.

The Applicant notes the comments about the way that works are depicted on the Works Plans and will give further consideration in the coming weeks as to what steps can be taken which may make the Works Plans easier to read.

There were a number of comments querying whether Schedule 1 was correct in stating that certain works "cross" other works, particularly where one of the works is a linear (highway) work shown with a centre line. Where a centre line is shown, this does not show the full extent of the works. Thus, for example, even though the centre line of Work No.2 does not intersect with the turquoise line which shows the limit of deviation of Work No.3 it is clear that the two works are largely co-extensive. In short, the works within Work No.3 cross Work No.2 even though the limit of deviation line does not. Accordingly Schedule 1 of the dDCO, as originally drafted, clarifies that the Works will indeed cross.

On reflection, however, the Applicant is not convinced that Schedule 1 needs to specify which works cross other works, and have therefore taken the approach of deleting, for each work, reference to which work they might cross.

These minor changes to the Draft DCO are contained in a resubmitted dDCO (**TR010039/APP/3.1 Rev 1**) together with a Validation Report.

### **3. Rights of Way and Access Plans (Document 2.4)**

With regard to the comments about point SU9, this appears on Sheet 3 and is therefore correctly described in the dDCO Schedule as appearing on Sheet 3. Although SU9 also appears on Sheet 4, it is outside the information being shown by Sheet 4, because it is beyond the cut line of Sheet 4. Where this occurs the consistent approach in the dDCO is to make no reference to the sheet where the point is beyond the cut line.

The Rights of Way and Access Plans have been updated in response to comments and resubmitted (**TR010039/APP/2.4 Rev 1**) with this letter.

### **4. Environmental Masterplan (Document 6.8)**

The Environmental Masterplan has been amended to reflect a change in the fencing notation and is resubmitted with this letter (**TR010039/APP/6.8 Rev 1**) (clean and tracked changes versions).

This amendment has resulted in a change to the Confidential Badger Report (ES Appendix 8.15). This document has therefore been resubmitted with this letter (**TR010039/APP/6.3 Rev 1**).

### **5. Environmental Statement (Document 6.1)**

*Proposed temporary surface water drainage strategy.*

Within Section 13.9 reference is made to a temporary surface water drainage strategy for the construction period that would be developed and incorporated into the Environment Management Plan (EMP). Minor changes have been made to paragraphs 13.9.6, 19.9.13 and

13.9.14 to refer to the second iteration of the Environmental Management Plan and Environmental Statement Chapter 13 (TR010039/APP/6.1 Rev 1) Road Drainage and the Water Environment. has been resubmitted with the letter. AS these are only minor changes a tracked change version has not been submitted.

#### *Major accidents and disasters.*

The advice letter comments that a summary table which identifies where major accidents and disasters are considered in the relevant technical chapters has not been provided.

This is covered in Chapter 4 of the Environmental Statement (TR010039/APP/6.1) (Section 4.1) and set out below:

### **Scoped Out**

4.1.1. Following consideration, the following topics are 'scoped out' of the ES.

#### *Major accidents and disasters*

4.1.2. Regulation 5 (4) of the Infrastructure Planning (EIA) Regulations 2017 requires an assessment of '*the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned*'.

4.1.3. For the Proposed Scheme, a separate chapter assessing the potential impacts of major accidents and disasters during the construction and operation phase is not required for the following reasons:

- The Proposed Scheme is not considered to have high vulnerability to major accidents or disasters. Whilst the legislation is not explicit, the language of the revised Infrastructure Planning Regulations 2017 is aimed towards hazardous industries or operations (those with a 'high vulnerability' to major accidents).
- The design, construction and operation of the Proposed Scheme must comply with legal requirements, codes and standards, such as:
  - Health and Safety at Work etc. Act 1974 (HSWA)
  - The Management of Health and Safety at Work Regulations 1999
  - Construction (Design and Management) (CDM) 2015 Regulations
  - The Workplace (Health, Safety and Welfare) Regulations 1992
  - Design Manual for Roads and Bridges (DMRB)

4.1.4. The term major accidents and disasters refers to events both within and external to the Proposed Scheme that have the potential to cause significant harm to the environment (including but not limited to populations, biodiversity, land, soil, water, air, material assets and cultural heritage).

4.1.5. A major hazard pipeline is located within the Proposed Scheme boundary and another within 500m of the Proposed Scheme boundary. The safety

risk associated with the pipelines has been considered within the Proposed Scheme risk register (held by the Principal Contractor) and the location of the pipelines are included on the utility diversion drawings for the Proposed Scheme. Therefore, further assessment of these pipelines within the ES has been scoped out.

*Assessment of the major hazard pipelines located within the proposed Order Limits or within 500m*

The major hazard pipeline is referred to in Section 4.1.5 to Chapter 4 of the Environmental Statement (**TR010039/APP/6.1**) as set out above.

The reference to utility diversion drawings should have referred to the utility diversions as shown on the Works Plans (**TR010039/APP/2.3**).

*Agricultural land*

The Applicant acknowledges this comment and will provide updated figures at a future Deadline.

*Chapter 12 – proposed stopping up of private means of access*

Reference in paragraph 12.10.8 to the proposed stopping up of the private means of accesses serving the four houses on Great North Road immediately to the north of Windgate Way and the provision of the proposed alternative access ‘... would cause a journey length increase of approximately 7km for southbound journeys along the A1 ...’ is incorrect. The distance referred to should be 0.6km.

The references to ‘Health House’ in paragraph 12.10.10 and Table 12-10 should have read ‘Heath House’.

These amendments have been made and an updated document submitted with this letter (**TR010039/APP/6.1 Rev 1**). Due to the minor nature of these changes a tracked change version has not been provided.

*Chapter 13 – temporary water drainage strategy water*

Minor amendments have been made to Chapter 13 Road Drainage and the Water Environment (paragraphs 13.9.6, 13.9.13 and 13.9.14) to clarify that this document will be provide as part of the second iteration of the Enviromental Management Plan.

An updated document is submitted with this letter (**TR010039/APP/6.1 Rev 1**). Due to the minor nature of these changes a tracked change version has not been provided.

## **6. Redaction**

The following documents have been resubmitted:

Environmental Statement Chapter 2 The Proposed Scheme (**TR010039/APP/6.1**)  
Environmental Statement Chapter 8 Biodiversity (**TR010039/APP/6.1**)  
Environmental Statement Chapter 15 Cumulative Effects Assessment (**TR010039/APP/6.1**)  
National Policy Statement for National Networks Accordance Tables (**TR010039/APP/7.2**)

Scheme Design Report (**TR010039/APP/7.2 Rev 1**) (see comments below regarding Hyperlinks)  
Environmental Management Plan (**TR010039/APP/7.5**)

The EIA Scoping Report (Doc 6.5) has not been resubmitted as it is already available on the PINS project webpage.

## 7. Hyperlinks

As PINS have noted some documents have not been submitted, and a hyperlink to an external website has been provided.

The following documents have therefore been submitted as part of Volume 7 of the application:

Public Consultation Report 2017 (**TR010039/APP/7.8**)

Scheme Assessment Report and Appendices 2018 (**TR010039/APP/7.9** and **TR010039/APP/7.10**)

Design Development Report (2020) (**TR010039/APP/7.11**)

These documents relate directly to the Scheme and were produced at earlier stages of the scheme's development. Hyperlinks to other publically available documents, for example Highways England broader strategy documents which are not specific to the Scheme, have been retained.

In response to these additions, the following documents have also been updated and submitted. Where only minor changes have been made only clean versions have been submitted.

Introduction to the Application (**TR010039/APP/1.3 Rev 1**) – clean and tracked changes versions

Consultation Report (**TR010039/APP/5.1 Rev 1**) - updated to include a reference to the submitted Public Consultation Report (TR010039/APP/7.8) in paragraphs 2.1.8 and 2.2.7 in addition to the hyperlinks.

Environmental Statement Chapter 3 Assessment of Alternatives (**TR010039/APP/6.1 Rev 1**) – clean and tracked changes versions

Case for the Scheme (**TR010039/APP/7.1 Rev 1**) – updated to include a reference to the submitted Public Consultation Report (TR010039/APP/7.8) in paragraphs 2.4.2 and the submitted Scheme Assessment Report (TR010039/APP/7.9) in paragraphs 2.3.10, 3.1.12 and 6.2.15.

Transport Assessment (**TR010039/APP/7.3 Rev 1**) – a reference to the submitted Scheme Assessment Report 2018 (TR010039/APP/7.9) has been added to paragraphs 1.2.5 and 2.3.9.

Scheme Design Report (**TR010039/APP/7.4 Rev 1**)– clean and tracked changes versions

Equality Impact Assessment (**TR010039/APP/7.7 Rev 1**) - a reference to the submitted Public Consultation Report 2017 (TR010039/APP/7.8) has been added (page 25).

## 8. S55 Checklist Section 6

### *Consultees identified on a precautionary basis*

The advice from the Planning Inspectorate with regards to taking a precautionary approach to consultation has been noted and Highways England will be contacting all the parties. All parties will be sent a copy of the S56 Notice, Covering Letter and USB containing all the application documents.

## 9. Flood Risk Assessment

The FRA does consider the A1 culvert extension however, due to the detail available in the preliminary design this is a basic hydraulic assessment only on the baseline scenario. This approach has been agreed with Peterborough City Council as the Lead Local Flood Authority.

## 10. Other Matters

### *Confidential Documents*

As set out in the Covering Letter which accompanied the application (**TR010039/APP/1.1**), Highways England requested that the Inspectorate publish all the application documents with the exception of the Confidential Badger Survey Report (Appendix 8.15 to the ES (**TR010039/APP/6.2 Rev 1**)).

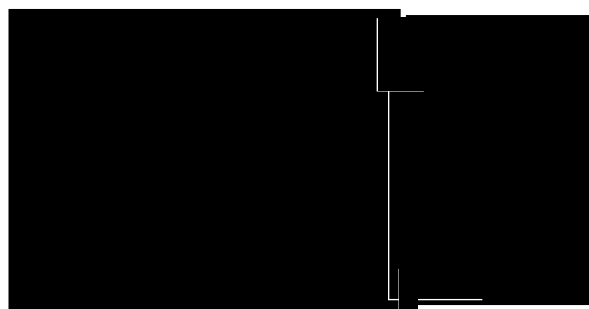
This document contains confidential information pertaining to species protected under the Protection of Badgers Act 1992 and The Wildlife and Countryside Act 1981).

No other document or content of the application needs to be treated as confidential.

If you have any queries on any of these matters please do not hesitate to contact me.

Highways England are keen to progress with the S56 process and would be grateful if you could confirm when the PINS project website will be updated with the application documents.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Craig Stirzaker  
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