

Dear Planning Inspectorate

We have a small 30 acre farm [REDACTED] in the scheme [REDACTED]
[REDACTED] In the early part of the drafting of the routes then Highways England preferred route was alongside the River Nene and to the south side of the existing A47. This was the worst possible route for the environment and possibly geotechnical risks due to the amount of road on the floodplain, at the time we were told on numerous occasions, due to the burial barrow it is not possible to go near or enter the schedule monument. This was an arable field until 2006 when it was put into set-a-side land, which made me question the existence of this barrow, there is no physical evidence on the surface and totally unknown locally including local history experts. What we did find out was Historic England are above Highways England in status and in statute and this makes it very difficult for road engineers to even consider this type of land. Locals have tried to enter into conversations with Historic England but have been ignored. When the second team took over the project at Highways England there was a vast improvement in consultation and in the addressing of concerns, and the proposed route was announced with a lot more support from its previous route, however Historic England still did not yield leaving the route very close to the floodplain and a compromised WCHER route, our compromise was a dirty water pond and we also agreed that it makes sense to use the bridge and old track for non driver use. As the scheme still requires the loss of some floodplain it is my understanding it needs to be replaced and this requires additional land alteration on a CWS as no other areas are suitable all because Historic England claim it will affect a burial barrow.

Do believe its wrong to re engineer this land and also compromise the scheme on possible costs and the environment. After numerous letters and having written to the CEO of Historic England they yielded just a little, but we know from the results of the geo-physic survey it is not a burial barrow, its 97% more likely to be a round house with a ring ditch and fire pit, which i hasten to add are quite numerous in the fields in this area.

Can the planning inspectorate ask Historic England to justify their actions and if they would consider to allow the final design to give more room to allow National Highways to keep more of the scheme off the floodplain, possibly saving a 300 year old oak, less disturbance in the CWS land and a road that does less damage to the environment, and be on more stable ground.

Thank you for considering the above points and happy to be questioned on the above.

Yours sincerely

Robert W Reid