

# A47 Wansford to Sutton Dualling

**Scheme Number: TR010039**

## **Volume 8**

### **8.13 Statement of Common Ground with Mr D Longfoot**

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010  
Rule 8(1)(e)

May 2022

Infrastructure Planning

Planning Act 2008

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

A47 Wansford to Sutton  
Development Consent Order 202[x]

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**8.13 STATEMENT OF COMMON GROUND WITH  
MR D LONGFOOT**

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<b>Rule Number</b>	Rule 8(1)(e)
<b>Planning Inspectorate Scheme Reference</b>	TR010039
<b>Application Document Reference</b>	8.13
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Rev 0	May 2020	Draft

**STATEMENT OF COMMON GROUND**

**This statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Mr David Longfoot**

Signed .....

Chris Griffin

Programme Leader

On behalf of National Highways

Date: .....

Signed .....

Mr David Longfoot

Date: .....

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## 1 INTRODUCTION

### 1.1 Purpose of this Document

1.1.1 This Statement of Common Ground (SOCG) relates to an application made by National Highways (formerly Highways England) (“the Applicant”) to the Planning Inspectorate (“PINS”) under Section 37 of the Planning Act 2008 (“PA 2008”) for a Development Consent Order (a “DCO”). If made the DCO would grant consent for the Applicant to undertake the A47 Wansford to Sutton Scheme (“the Scheme”). A detailed description of the Scheme can be found in the ES Chapter 2 The Proposed Scheme (**AS-013**).

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a47-wansford-to-sutton/?ipcsection=overview>

1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the Examination.

### 1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared by (1) National Highways as the Applicant and (2) Mr David Longfoot.

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. In September 2021 Highways England Company Limited changed its name to National Highways Limited. National Highways is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by National Highways.

1.2.3 Mr Longfoot is a landowner with land within the Scheme boundary at Upton.

### 1.3 Terminology

1.3.1 In the tables in Section 3 ‘Issues’ of this SoCG the following terminology is used to indicate the status of the individual issue:

- Agreed - indicates where the issue has been resolved
- “Under discussion” indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the issue to determine whether they can reach agreement by the end of the examination

- “Not agreed” indicates a final position for area(s) of disagreement where the resolution of divergent positions will not be possible, and parties agree on this point.

- 1.3.2 In this SoCG, the issues raised by Mr Longfoot are presented alongside a response from National Highways. "Agreed" signifies that there is agreement between the parties that there are no further points to discuss as regards that particular issue, and Mr Longfoot is satisfied by the National Highways response.
- 1.3.3 It can be assumed that any matters not specifically referred to in the Issues section of this SoCG are not of material interest or relevance to Mr Longfoot, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Mr Longfoot.

## 2 RECORD OF ENGAGEMENT

- 2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and Mr Longfoot in relation to the Application is outlined in Table 2-1.

Table 2-1: Record Of Engagement

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
02.07.2020	Phone call	Stakeholder Manager phone conversation – concerns raised regarding closure of Upton access
24.07.2020	Meeting	Scheme update and Q&A - concerns raised regarding closure of Upton access
07.08.2020	Letter	Letter received via mail from Mr Longfoot's land agent raising concerns over permanent land take, closure of Upton access and use of new A47
15.10.2020	Brochure & letter hard copy & email circulation	Scheme consultation brochure and letter circulation
04.02.2021	MST Meeting	Scheme update and Q&A - concerns raised regarding permanent land take, closure of Upton access, alternative options for the scheme and access during construction
23.02.2021	Letter	Letter received as follow-up to meeting on 04.02.2021 via email from Mr Longfoot's land agent reaffirming point discussed during meeting.
01.04.2021	Email	Request for copy of Road Safety Audit and scheme update
09.09.2021	Meeting	Scheme update and Q&A - concerns raised regarding closure of Upton access
16.02.2022	MST Meeting	Meeting to discuss draft SoCG

- 2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Mr Longfoot in relation to the issues addressed in this SoCG

### 3 ISSUES

#### 3.1 Purpose of this Document

- 3.1.1 Section 3.2 summarises the key issues explored between Mr Longfoot and National Highways whilst the issues are explored in more detail in Section 3.3.

#### 3.2 Summary of Issues

Ref. No	Topic	Status	Date Agreed
1	Landtake	Agreed	16/02/2022
2	Access	Unagreed	13/05/2022
3	Antisocial behaviour	Unagreed	13/05/2022
4	Use of the new A47	Agreed	16/02/2022

#### 3.3 Issues in Detail

Issue	Document Reference (if relevant)	Mr D Longfoot	National Highways Response	Status	Date
<b>1 Landtake</b>					
	Bletsoes on behalf of David Longfoot (RR-004)	The current scheme design encompasses the majority of a 12acre arable field, which Mr Longfoot occupies opposite. We understand that Highways England (HE) intend to acquire the land. The loss of this land will impact negatively on Mr	The Applicant has ensured that the amount of land required is the minimum to deliver the Scheme.  The land that Mr Longfoot tenants is critical to the delivery of the Scheme	Agreed	16/02/22



Issue	Document Reference (if relevant)	Mr D Longfoot	National Highways Response	Status	Date
		Longfoot's farm business as he will be losing a secure lifetime tenancy over a productive area of arable land.	and as such the Applicant needs to acquire it. As a tenant of the land, Mr Longfoot will receive fair and reasonable compensation for his losses and this figure will be agreed through the District Valuer who is impartial.		
<b>2 Access</b>					
	Relevant Representation <b>(RR-004)</b> Deadline 3 Submission <b>(REP3-040)</b> Deadline 4 Submissions <b>(REP4-022 to REP4-24)</b> Deadline 6 Submissions <b>(REP6-010 and REP6-011)</b>	<p>HE's proposals seek to stop up one of the main access routes from the A47 to Upton (Upton Road), which is the principal access for Mr Longfoot to reach the A47. Mr Longfoot uses Upton Road to travel from his main holding to land at Castor, which is where the majority of his farming business is based. The alternative route would cause an increased journey time and distance travelled, which will inevitably impact upon the profitability of the farm business, particularly during busy periods. Mr Longfoot believes that the alternative route would add approximately an additional 1.5 miles to each journey when taking machinery to his land at Castor.</p> <p>The stretch of road at 'Upton Drift' is extremely narrow and has a ditch on one side of the highway and a banked hedge on the other, making it difficult to get out</p>	<p>The closure of Upton Road will alleviate existing concerns that Upton Road is used by traffic to access the A47 to avoid congestion at the Sutton Heath Road junction. The closure will however also result in an alteration to the route taken by the residents of Upton to access the A47. Access to the new A47 will be along Upton Drift and along the proposed link to the new roundabout.</p> <p>The provision of passing places along Upton Drift was initially agreed with Peterborough City Council in Sept 2020 and this approach forms part of our</p>	Unagreed	16/02/22

Issue	Document Reference (if relevant)	Mr D Longfoot	National Highways Response	Status	Date
		<p>of the road with any urgency. The poor visibility also makes this section dangerous. We understand that HE have consulted with County Highways and Milton Estate in order to consider potential improvements to 'Upton Drift'. We understand that there are also plans to make improvements to the junction directly outside Model Farm to ensure vehicles can safely navigate the junction, which is likely to include widening, making signage improvements and vegetation management. The plans suggest there may be passing places along 'Upton Drift' as well as straightening to improve visibility, this will need to be of a sufficient width and length to accommodate agricultural machinery. The section of Langley Bush Road which road users would be required to follow once turning out of the 'Upton Drift' is both winding and narrow, with poor visibility. Much of the metalled road is bordered tightly by vegetation. There would be very little room for agricultural machinery to manoeuvre along this road. This stretch of road is also considered 'fast', and down to the A47 via Langley Bush Road and Sutton Heath Road, which we can forward to you for reference.</p>	<p>DCO application. The details of the passing places were refined following the targeted engagement of October 2020. The final specification will be agreed with Peterborough City Technical leads as part of the detailed design process.</p> <p>Since the 2020 consultation and engagement further work has been undertaken including swept path analysis. The design has been developed with further works now included in the Scheme, including amending the geometry of the Upton Drift and increasing the size of the passing places to make them capable of accommodating large vehicles. These works have been discussed with Peterborough City Council and the emergency services.</p> <p>Transport Modelling analysis shows that the closure of Upton Road without the Scheme diverts traffic on to Upton Drift. However, the overall level of traffic between Upton Drift and Upton Road remains approximately the same with and without the Scheme. The relatively small increase in peak hour traffic</p>		

Issue	Document Reference (if relevant)	Mr D Longfoot	National Highways Response	Status	Date
		<p>Mr Longfoot wishes to request that HE consider the option to leave the existing roundabout in situ to then construct additional lanes on the existing A47, opposed to constructing the new road and roundabout as proposed. This would prevent the need to stop up Upton Road access. Mr Longfoot wishes to seek reassurance and confirmation that there will be unimpeded access at all times throughout the construction period for him to travel to and from Upton village where his main farmstead is based. He will need to be informed of any restricted road use or closures in advance and kept fully informed during the construction phase. and in icy conditions it is dangerous. Vegetation clearance will be required as well as the inclusion of a sufficient number of passing bays or widening of the road. The junction which leads on to Sutton Heath Road from Langley Bush Road has poor visibility and is potentially dangerous when agricultural machinery is manoeuvring out of the junction. Given the likely increase in the flow of traffic, improvements are required to improve safety. The addition of visible signage would be beneficial. Mr Longfoot has arranged for video footage and photographs to be taken whilst he takes</p>	<p>(approximately 30 to 100 passenger car units) on Upton Drift has no adverse impacts on the operation of the Upton Drift/ Langley Bush Road junction (see the Transport Assessment Section 7.8 (<b>AS-024</b>).</p> <p>Mr Longfoot will be kept informed regarding Traffic Management and access throughout the Scheme construction phase.</p>		

Issue	Document Reference (if relevant)	Mr D Longfoot	National Highways Response	Status	Date
		agricultural machinery along the 'Upton Drift'			
<b>3' Antisocial behaviour</b>					
		There are concerns surrounding unauthorised access, fly tipping and travellers if the access road to the south of the village were to be stopped up. The provision of new signage would help to mitigate any negative impact.	The Applicant is considering the mitigation options available and has agreed in principle to provide a gated access. The location and technical specification will be discussed and agreed with directly affected landowners, tenants and Peterborough City Council as part of the detailed design process.	Unagreed	16/02/22
<b>4 Use of the new A47</b>					
	Letter 07.08.2020	There are concerns regarding the use of the new road once the dualling scheme has been completed and Mr Longfoot wishes to seek clarification as to whether agricultural vehicles will still be permitted to use the A47 between Wansford and Sutton, along with surrounding route, once the road is open.	<p>Agricultural vehicles are permitted to use dual carriageways.</p> <p>From the new Sutton Heath Road link, Mr Longfoot will be able to cross the new roundabout and use the sideroad connections to travel to the land he farms in the vicinity of Castor and Ailsworth.</p>	Agreed	16/02/22