

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 8

8.15 Statement of Common Ground with Wansford Parish Council

Planning Act 2008

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

May 2022

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure) Rules 2010**

**A47 Wansford to Sutton
Development Consent Order 202[x]**


**8.15 STATEMENT OF COMMON GROUND WITH
WANSFORD PARISH COUNCIL**

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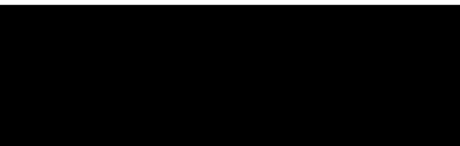
STATEMENT OF COMMON GROUND

This statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Wansford Parish Council

Signed 

Craig Stirzaker
Project Manager
On behalf of National Highways

Date: 09/06/2022

Signed 

Richard Clarke
On behalf of Wansford Parish Council

Date: 6th June 2022

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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 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. The ExA has received extensive written and oral submissions on the issues relevant to the parties, and is well aware of the parties’ positions. However, the parties consider that this SoCG remains a useful aide memoire as to the issues between them, and a record of where agreement has been reached, which may assist the ExA.

1.1 Parties to this Statement of Common Ground

- 1.1.1 This SoCG has been prepared by (1) National Highways as the Applicant and (2) Wansford Parish Council.

1.2 Format of this SoCG

- 1.2.1 Section 3 of this SoCG and the tables within it summarise the Parties' positions on issues which have been agreed and issues which are outstanding.
- 1.2.2 In relation to those issues not agreed, the SoCG seeks to define the issues remaining in a succinct and neutral manner with the intention of assisting the ExA in addressing the Parties' respective positions on them in his report.
- 1.2.3 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

2 RECORD OF ENGAGEMENT

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

Table 2-1: Record Of Engagement

Date	Form of Correspondence:	Key topics discussed
29/04/2022	MS Teams Meeting	Meeting to discuss draft SoCG
13/04/2022	MS Teams Meeting	Meeting to discuss draft SoCG
11/03/2021	Email	Biodiversity - Request consultation on HRA
04/02/2021	MS Teams Meeting	Project Update – Wansford, Stibbington and Sutton Parish Councils
03/02/2021	MS Teams Meeting	Project Update – Wansford Stibbington and Sutton
19/10/2020	Brochure sent via post	Scheme update on latest design proposals
22/07/2020	MS Teams Meeting	Meeting to discuss project design and latest proposals
05/02/2020	Meeting at Sacrewell Farm	Discuss outcome of meeting with Historic England re the Scheduled Monument - Wansford and Sutton Parish Councils
24/10/2019	Parish Council Meeting	PowerPoint presentation – update on project
19/12/2018	Letter to Wansford Parish Council	To inform of change in Project Manager and provide an update with next steps following Statutory Consultation
20/09/2018	Meeting at Haycock Hotel	Statutory Consultation Update Sutton and Wansford Parish
20/08/2018	Meeting at Haycock hotel	Environment Archaeology and Junction design with Sutton and Wansford Parish
11/06/2018	Meeting at Haycock Hotel	Update on latest designs and proposals – Wansford and Sutton Parish Environment, archaeology update
04/05/2018	Open Floor Meeting at Haycock Hotel	Traffic Design meeting with Wansford and Sutton along with the Environment and Archaeology
04/05/2018	Open Floor Meeting at Haycock Hotel	Walkers, Cyclists and Horse riders update on scheme
19/03/2018	Meeting at St Mary's Church, Wansford	Project Discussion and outline – Sutton and Wansford Parish
19/09/2017	Parish Council Meeting	Project presentation and discussion - Wansford and Sutton Parish Councils

- 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) Wansford Parish Council in relation to the issues addressed in this SoCG.

3 ISSUES

3.1.1 This section summarises the key issues explored between National Highways and Wansford Parish Council.

3.1.2 This summary is based on the key issues raised by Wansford Parish Council over the course of the Examination, and the various documents are detailed in Annex A.

Matters Agreed Between the Parties

3.1.3 The Parties are agreed in principle in respect of the following issues set out in Table 3-1 below

Table 3-1 Matters Agreed

Ref No	Issue	Summary of Agreement	National Highways Response
1	Dualling of the A47 between Wansford and Sutton (RR-050)	Wansford Parish Council (WPC) supports the concept of dualling the A47 between Wansford and Sutton as the present road suffers from delays, lacks resilience and has a significant accident rate.	Agreed
2	Alignment east of the disused railway line (REP2-071)	Wansford Parish Council (WPC) supports the proposed alignment and layout of the roads to the east of the disused railway line including the provision of access for walkers and cyclists under the existing bridge and the new A47 using the track bed of the disused railway	Agreed

Table 3-2 Matters Not Yet Agreed

Ref No	Issue	Summary of Disagreement	National Highways Response
1	Alignment in the area of the Scheduled Monument RR-050 REP2-071	In the past, National Highways has treated the Scheduled Monument as a single entity while it is clear from the 2017 survey commissioned by Highways England that it is actually a series of individual features. The SM also includes large areas with no indication of features, either from the 2017 survey or other investigations.	REP1-010 Page 174 – 176 REP3-026 Page 11-13 REP4-018 Pages 5-7 REP5-019 Pages 31-33 REP6-006 Page 8

Ref No	Issue	Summary of Disagreement	National Highways Response
	<p>REP4-042 REP5-028 Page 1-2</p>	<p>The northern section of the SM clearly contains very significant remains and should be preserved but the southern area just contains a single isolated feature. There is a route through the southern section that does not disturb any identified features.</p> <p>There is an alternative alignment for the proposed A47 through the SM that does not impact any of the known features. This alignment was one of the options in the Highways England initial consultations and it was the route supported by the local population. Using this alignment has the following advantages:</p> <ul style="list-style-type: none"> • It means that almost all the new construction is off the line of the existing road, greatly reducing the amount of traffic management and disruption during the work. • It leaves the old road alignment as an excellent route for horse riders, cyclists and pedestrians. • It removes the road from an area of known geological instability, reducing risks during construction and in the long term. • It allows the road to be widened in the future if needed. • It avoids damage to the County Wildlife Site along the river Nene and the need for artificial flood compensation. • It moves the road away from the river bank slope so that if there is a fuel spill, the chance of it polluting the river is much reduced. • It offers the option to put the road in a shallow cutting or between earth banks which reduces the spread of noise from the new road. • It will reduce the cost of the project considerably 	
2	<p>Exclusion of the Wansford Western Roundabout from the</p>	<p>Not including the Wansford western roundabout compromises the whole scheme as traffic joining the A1 northbound at this roundabout already suffers delays in the evening peak. It appears that the initial brief National</p>	<p>REP1-010 Page 173 REP3-026 Page 18 – 22</p>

Ref No	Issue	Summary of Disagreement	National Highways Response
	Scheme RR-050 REP2-072	Highways has just focused on the A47 corridor without considering its connection to the rest of the national network. NH have reduced the changes to the western roundabout to only the provision of an extra exit lane on the eastbound A47. By not improving the whole A1/A47 junction NH have effectively breached all 4 of the key objectives for the scheme. NH traffic projections and models show that the roundabout is already overloaded.	REP4-018 Pages 35-36
3	Signalised junction at the Wansford Western Roundabout RR-050 REP4-043 REP6-009 Page 1-2	The roundabout should be replaced with intelligent traffic lights to address the imbalance of flows at different times of day. The modelling undertaken shows the roundabout causing severe delays later in the design period and this will reduce the journey time gains from the rest of the scheme. A signaled junction would have a higher capacity than a roundabout of this size with or without signals on the roundabout. The traffic lights should be intelligent so that they adjust their periods depending on the length of the queue in each lane, reflecting the different traffic flow patterns through the day.	REP1-010 Page 173 REP5-019 Pages 33-35
4	Old North Road junction RR-050 REP2-072 REP3-033 REP5-027 Page 2	Exiting Old North Road both north and south of the A47 will become increasingly dangerous as traffic increases. NH traffic projections show the traffic joining the A47 from Old North Road halving from its 2015 volume. Traffic volume measurements taken recently have shown that the traffic on Old North Road has not declined. NH contend that traffic would leave Wansford along Peterborough Road, join the A1 northbound and then leave again to on the northbound off slip to head east or west along the A47. To do this, vehicles would have to join a high speed trunk road from an access road that has no acceleration lane only to leave the trunk road some 275m later. This is an incredibly dangerous manoeuvre which should be discouraged. The volume of traffic leaving Old North Road is a cross stream to the main easterly flows on the A47. Any increase in volume will have a major	REP1-010 Page 173 REP3-026 Page 22-25 REP4-018 Pages 40-41 REP5-019 Pages 33-35 REP6-006 Page 9-10

Ref No	Issue	Summary of Disagreement	National Highways Response
		effect on that flow if it is going north up the A1 or east towards Peterborough. Delays on the A47 eastbound and out of Old North Road will be greater than the modelling has shown.	
5	Peterborough Road Junction REP3-033	The A1 access at Peterborough Road should be closed.	REP4-018 Pages 40-41
6	Traffic Modelling of the Wansford Western Roundabout REP4-043	The process by which NH has arrived at their predicted traffic flows is complex and there seem to be errors as the flows predicted for 2019 do not match actual measurements in that year. No sanity or sensitivity tests appear to have been undertaken by NH. Unless the inputs are correct, the modelling outputs will not correspond with reality or common sense .	REP4-018 Pages 35-40 REP5-019 Page 33-35
7	Long term solution	The only long-term solution to the problems of the A1/A47 junction is to realign the A1 with a completely new junction. This was planned in 1994 but never happened. This realignment could also include a new bridge over the Nene as the existing southbound bridge has structural problems. The upgrading of this stretch of the A1 should be brought forward in the national roads programme	It is agreed by both parties that the long-term solution for the A1/A47 junction cannot be provided as part of the A47 Wansford to Sutton dualling scheme and that works to provide a new A1/A47 junction would be a totally separate project. The National Highways Project team have raised this point with the National Highways Operations team and Strategy and Planning team for consideration in future roads periods and has also worked with Wansford Parish Council to help facilitate the Parish Council

Ref No	Issue	Summary of Disagreement	National Highways Response
			to raise the issue as a Parish
8	Geotechnical Risk REP4-041 Deadline 4 Submission ISH 2 Agenda Item 7 REP5-027 Page 1	Geotechnical risk in the area of the escarpment down to the river Nene. The road alignment chosen by NH exposes the project to the risk of cost overruns and delays as a result of geotechnical risks. It also leaves a long term risk as a result of future ground movements.	REP4-018 Pages 30-31 REP5-019 Pages 30 NH= REP6-006 Page 8
6	Consultation with Parish Councils REP4-044 Deadline 4 Submission ISH 4 Agenda Item 4	Parish Councils are the elected representatives of their communities and it is government policy that matters should be dealt with at the lowest level competent for the task. Wansford Parish Council requests that the Examining Authority recommends to the Secretary of State that National Highways continue to consult with Wansford and Sutton Parish Councils as the scheme completes the DCO process and hopefully goes into detailed design and construction	REP4-018 Pages 84-85 REP5-019 Pages 36

ANNEX A - SUBMISSIONS BY THE PARTIES IN RELATION TO THE ISSUES BETWEEN THEM

This section summarises the submissions made by the Parties in their representations on the issues between them to the ExA during the Examination.

The issues relate to or are set out within the following documents lodged during the DCO application process:-

- Relevant Representations and Written Representations submitted by Wansford Parish Council and National Highway's responses and further comments on those responses submitted by both parties
- National Highways and other IPs' responses to ExQ1 and ExQ2 and Wansford Parish Council's comments upon them.
- Responses by lodged by both parties in respect of the hearings (ISH 2, ISH 3 and ISH 4)
- Other documents with comments on respective submissions lodged during the Examination process.

The table below sets out in tabular form the references in the Examination Library documents referred or above.

Ref	Category	Wansford Sutton Parish Council Submission	National Highway's Response or Submission	Follow up Comments by Both Parties
1	Relevant Representations	RR-050 Exclusion of Wansford Western Roundabout Signalised junction at Wansford Western Roundabout	REP1-010 (Page 173, RR-50-2)	WPC = REP2-072 NH = REP3-026 (Pages 18 - 22) NH = REP4-018 (Pages 35 - 36) WPC = REP5-027 NH = REP6-008
2	Relevant Representations	RR-050 Old North Road Junction	REP1-010 (Page 173, RR-50-3)	WPC = REP2-072 NH = REP3-026 (Pages 22 - 25) WPC = REP3-033 NH = REP4-017 (Pages 16 - 17)
3	Relevant Representations	RR-050 Alternative alignment and alignment in area of Scheduled Monument	REP1-010 (Page 173 – RR-050-4 and RR-50-06)	WPC = REP2-071 NH = REP3-026 (Pages 11 - 13) WPC = REP4-042 NH = REP5-019 (Pages 31 - 36) WPC = REP5-028 NH = REP6-006 (Page 7 – 8) WPC = REP6-009
4	Relevant Representations	RR-050 Condition of A1 Bridge	REP1-010 (Page 174, RR-50-5)	
5	Written Representations	REP3-033 Transport Assessment Peterborough Road Junction	REP4-018 (Pages 40 – 41)	NH = REP5-019 (Pages 33 - 35) WPC = REP5-027 NH = REP6-006 (Pages 9 – 10)

Ref	Category	Wansford Sutton Parish Council Submission	National Highway's Response or Submission	Follow up Comments by Both Parties
6	Written Representations	REP3-034 Arboricultural	REP4-017 (Pages 20 – 21)	
7	ISH2 Post Hearing Submission	REP4-041 Geotechnical risk	REP4-018 (Pages 30 – 31)	NH = REP5-019 (Page 30) WPC = REP5-027 NH = REP6-006 (Page 8)
8	ISH2 Post Hearing Submission	REP4-042 Scheduled Monument	REP5-019 (Pages 31 – 33)	WPC = REP5-028 NH= REP6-006 (Page 8 and Pages 11 - 12)
9	ISH3 Post Hearing Submission	REP4-043 Traffic modelling	REP4-018 (Pages 35 – 40)	NH = REP5-019 (Page 33 - 35) WPC = REP6-009 (Pages 1 – 2)
10	ISH4 Post Hearing Submission	REP4-044 Consultation	REP4-018 (Pages 84 – 85)	NH = REP5-019 (Page 36)
11	Comments on Deadline 4 Submissions	REP5-027 Geotechnical risk	REP6-006 (Page 8)	
12	Comments on Deadline 4 Submissions	REP5-028 Alignment in area of Scheduled Monument	REP6-006 (Page 8 and Pages 11 – 12)	