

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 8

8.3 Statement of Common Ground with Cambridgeshire County Council

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

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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]

**8.3 STATEMENT OF COMMON GROUND WITH
CAMBRIDGESHIRE COUNTY 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) Cambridgeshire County Council

Signed 

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On behalf of National Highways

Date 04/07/2022

Signed: 

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On behalf of Cambridgeshire County Council

Date: 30th 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 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) Cambridgeshire County Council (CCC).

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 Highways England 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 Highways England.

1.2.3 CCC is an adjoining Local Authority to the Scheme falling within Category **A** of section 43(1) of PA 2008. The Scheme falls entirely within the administrative area of Peterborough City Council.

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 the Council 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 the Council 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 CCC, 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 CCC.

2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and Cambridgeshire County 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 and key outcomes
01/12/2020	Email	Email from CCC regarding A47 Wansford Sluice (Wittering Brook culvert) consultation with Peterborough City Council (PCC as LLFA)
02/12/2020	Teams Meeting	Meeting to discuss A47 Wansford Sluice (Wittering Brook culvert) requirements
18/12/2020	Email	Submission of reports for the assessment of the A47 culvert at the Wittering Brook, as well as a flood compensation assessment for the proposed A47 widening at Wansford for review.
04/03/2021	Email	Based on the review of the modelling assessment and hydrology reports, CCC do not object to the preferred A47 Wittering Brook culvert arrangement. CC requested further information regarding detriment in the floodplain.
18/03/2021	Email	Confirmation from CCC that they accept (without objection) the impacts to the Wittering Brook floodplain resulting from the Proposed Scheme
20/05/2021	Email	Request to confirm that CCC accept WINFAP hydrology method for Wittering Brook assessment.
01/06/2021	Email	Confirmation from CCC they accept WINFAP hydrology method for Wittering Brook assessment.
10/03/2022	Teams Meeting	Introduction to the Scheme as submitted and discussions re CCC submissions
19/05/2022	Letter	Matters to be clarified - emissions during construction and operation, effect on minerals and waste, socio-economic effects (including the effects on the delivery of development plan aims and objectives), traffic and transport effects, (including the effects on non-motorised users), water environment effects (including any permits required from CCC as LLFA)

- 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) Cambridgeshire County Council in relation to the issues addressed in this SoCG.

3 ISSUES

3.1 Purpose of this Document

2.1.3 Section 3.2 summarises the key issues explored between Cambridgeshire County Council and National Highways whilst the issues are explored in more detail in Section 3.2.

3.2 Summary of CCC Issues

Ref. No	Topic	Status	Date Agreed
1	Emissions during construction and operation	Agreed	
2	Minerals and waste	Agreed	
3	Socio-economic effects, including the effects on the delivery of the development plan aims and objectives	Agreed	
4	Traffic and transport effects including the effects on non motorised users	Not yet agreed	
5	Water environment effects, including any permits required from CCC as LLFA	Agreed	

3.3 Issues in Detail

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
Emissions during construction and operation					

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
Emissions	Letter – 19/05/2022	Given the location of the scheme is entirely within the Peterborough City Council (PCC) administrative boundary, CCC have no formal objections to the proposals on these grounds, and support representations made to the ExA by PCC in its letter to the Planning Inspectorate on 21 October 2021.	This comment is noted.	Agreed	19/05/2022
Minerals and waste					
Minerals	Letter – 19/05/2022	<p>CCC is commenting as an adjoining Minerals and Waste Planning Authority (MWPA).</p> <p>The MWPA has reviewed the following documents:</p> <ul style="list-style-type: none"> • 6.1 - Chapter 10 - Materials Assets and Waste (MA&W) • 6.3 - Appendix 10.2 - Outline site waste management plan (OSWMP) • 6.3 - Appendix 10.3 – Minerals impact assessment (MIA) <p>It is noted that the documents are dated July 2021 and refer to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) (MWCS). As the Examination has already noted, this has been superseded by the Cambridgeshire and Peterborough</p>	<p>A second iteration of the ES Chapter 10: Material Assets and Waste (APP-048) is not proposed. It is acknowledged however that since its production, the Minerals and Waste Core Strategy (MWCS) has been replaced with the single and up to date Minerals and Waste Local Plan (MWLP).</p> <p>A review of the MWLP has been undertaken with regards to Materials Assets and Waste (including minerals). It is agreed that whilst the policies have changed, the broad strategy and visions there within (for the safeguarding of minerals, increased commitments to the use of secondary and recycled aggregates and the promotion of sustainable waste management) remains unchanged.</p>	Agreed	14/06/1011

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
		<p>Minerals and Waste Local Plan (July 2021) (MWLP). Whilst the policies have changed between the MWCS and the MWLP, in respect of Minerals. Safeguarding and seeking to promote sustainable waste management, the broad strategy remains unchanged. Consequently, the conclusions drawn in the MIA and the approach taken in the MA&W, and OSWMP, would most likely be the same. If there is to be a second iteration of the Environment Statement (ES), the MWPA would request that a short statement be added to explain the update in policy and any alterations to the approach taken or conclusions drawn.</p>	<p>The conclusions drawn in the Minerals Impact assessment (MIA) (APP-122) and the approach taken in the ES Chapter 10: Material Assets and Waste (APP-048), and ES Appendix 10.2 Outline Site Waste Management Plan (OSWMP) (APP-121) are considered to remain the same under the MWLP whereby:</p> <ul style="list-style-type: none"> • In line with Objective 2 of the MWLP, the approach is considered to support opportunities to contribute positively to the sustainable management of waste, which includes encouraging waste to move as far up the waste hierarchy as possible. • With regards to safeguarding minerals, the Scheme still intersects safeguarded mineral resources, however as detailed in the MIA, it is not anticipated that these will be needlessly sterilised, with any potential extracted minerals to be used in a sustainable manner either on or off the Scheme. • Whilst the ground investigation 		

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
			<p>reported limited peat inclusions within Head Deposits beneath the Scheme, these are not considered existing or potential peat extraction sites. If encountered, peat soils would be sustainably managed with proposals to enhance and protect its qualities supported.</p>		
Minerals	<p>Letter – 19/05/2022</p> <p>Applicants response to Relevant Representation (RR-047-3) REP1-010</p>	<p>It is also noted from the MA&W that it is estimated that:</p> <ul style="list-style-type: none"> • 241k tonnes of aggregate (MA&W Table 10-4) will be required; • 26k tonnes of construction and demolition waste will be generated (Table 10-6), of which 93% can be potentially recovered (MA&W Para 10.10.5); • 90k tonnes of excavation material may arise that cannot be used on site. (MA&W Para 10.10.5); and • An in addition to 90k m3 of onsite cut / fill material, an extra 28k m3 will be required (MIA Para 10.6.6). <p>Given the scale and location of the project, it would aid the MWPA's monitoring activities if the Applicant was</p>	<p>The Second Iteration of the EMP (as included for by Requirement 4 to the Draft DCO (REP5-005) will include the Site Waste Management Plan. More detail will be available at this time as to sources and tonnage of aggregate and fill materials.</p>	Agreed	14/06/2022

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
		able to provide an indication of the sources and the tonnage of aggregate and fill used, and copy of the Site Waste Management Plan, along with the approximate destinations of the waste disposed. Ideally this would be on an annual basis for the life of the project.			
Minerals	Letter – 19/05/2022	The MWPA notes that it has not identified any references to borrow pits. If the Applicant could confirm if the MWPA is correct in understanding that none are being proposed, this would be appreciated.	The Applicant can confirm that there are no borrow pits proposed within the Scheme.	Agreed	14/06/2022
Minerals	Letter – 19/05/2022	CCC as MWPA is, at this time, content for the Applicant to address the matters raised through written responses to the Examination. A specific Statement of Common Ground in relation to the topic of minerals and waste does not appear to be necessary at this time. If, during the course of the Examination, new information comes to light, or there is a change in the situation, the MWPA will review its position.	National Highways agree with this request	Agreed	14/06/2022
Socio-economic effects, including the effects on the delivery of the development plan aims and objectives					
Socio-economics	Letter – 19/05/2022	Given the location of the scheme entirely within the PCC administrative boundary, CCC have no formal objections to the proposals on these grounds.	This comment is noted.	Agreed	19/05/2022

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
Traffic and transport effects including the effects on non motorised users					
Traffic	Letter – 19/05/2022	<p>These are comments from Cambridgeshire County Council, in its role as a Local Highway Authority.</p> <p>It is noted that the scheme lies wholly within the boundaries of PCC. However, it should be recognised that the proximity to the CCC administrative boundary means consideration needs to be given on impacts within Cambridgeshire.</p> <p>Most notably, the flows on both London Road and Elton Road (which lie in Cambridgeshire) see significant increases in the AM peak for both 2025 and 2040 Do-Something (With Scheme) Scenarios compared to the Do minimum (Without Scheme) Scenarios. Whilst this would not result in the roads exceeding their respective link capacities, there would be a perceptible increase in flows through an area which has several retail facilities. These areas with retail facilities would be likely to see pedestrian and cycle activity.</p>	<p>Figure 7-8 and 7-9 in the Transport Assessment (REP4-008) show the two-way peak hour traffic flows (PCU)for Elton Road and London Road to the nearest 10 for each forecast scenario (see Site 6 London Road and Site 4 Elton Road).</p> <p>From these figures, the increase in traffic flow between the Do-Minimum and Do-Something is summarised as follows:</p> <ul style="list-style-type: none"> London Road shows an increase of approximately 130 PCUS in 2025 and 150 PCUs in 2040 in the AM peak. The PM peak results show an increase of around 20 PCUS in both 2025 and 2040 Elton Road shows an increase of approximately 130 PCUS in 2025 and 60 PCUs in 2040 in the AM peak. The PM peak results show a negligible increase in both 2025 and 2040 <p>Analysis of the model results indicates that the flow increase will not result in</p>	Agreed	06/06/2022

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
			the roads exceeding their respective link capacities.		
Walking, Cycling and Horse Riding	Letter – 19/05/2022	These areas with retail facilities would be likely to see pedestrian and cycle activity. There are considerable gaps in the existing pedestrian facilities along both roads with no formalised pedestrian crossing facilities and no cycle facilities. It would be expected the Transport Assessment would have taken this into consideration. However, there does not appear to be any proposed improvements to pedestrian or cycle facilities in this area. CCC would welcome further pedestrian and cycle provision in this area and would suggest engagement with CCC and the relevant Parish Councils to this end.	The predicted increases in two-way peak hour traffic flows on London Road and Elton Road, as set out above, are either small or negligible depending upon the forecast scenario examined. Flow increases of this magnitude are unlikely to have a discernible impact on the safe movement of pedestrians and cyclists in the vicinity of the existing retail facilities. As such, no improvements to pedestrian and cyclist facilities are proposed as part of the Scheme.	Not agreed	
EA Permits	Letter – 19/05/2022	Two outfalls are proposed to discharge surface water directly into the River Nene, which are noted as being located in close proximity to the Cambridgeshire County Council boundary. As the River Nene is a designated main river, any works on or near a main river require an Environmental Permit from the Environment Agency.	Consultations have been undertaken with PCC and CCC as LLFA (see Table 2.1). All points have been agreed.	Agreed	06/06/2022

Issue	Document Reference (if relevant)	Cambridgeshire County Council Comment	National Highways Response	Status	Date
Drainage Consents	Letter – 19/05/2022	Additionally, all other proposed surface water infrastructure and outfalls are shown to discharge to infiltration basins or watercourses within the Peterborough City Council boundary and therefore any required land drainage consents would need to be acquired from Peterborough City Council.	Consultations have been undertaken with PCC and CCC as LLFA (see Table 2.1). All points have been agreed.	Agreed	06/06/2022
Flood Risk and Drainage	Letter – 19/05/2022	On the basis that Peterborough City Council's Lead Local Flood Authority (LLFA) and the Environment Agency are content with the proposals of the scheme, the Cambridgeshire County Council LLFA have no concerns or requirements in relation to water environment and ordinary watercourse consents.	Consultations have been undertaken with PCC and CCC as LLFA (see Table 2.1). All points have been agreed. Consultations have also been undertaken with the Environment Agency and there are no matters outstanding other than agreeing the detailed wording of Requirement 9, Flood compensatory storage, in the draft DCO (REP5-005).	Agreed	06/06/2022