



Your ref: TR010039

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11 November 2022

**By Email to [transportinfrastructure@dft.gov.uk](mailto:transportinfrastructure@dft.gov.uk)**

Dear Ms Dominey,

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

**CONSULTATION SEEKING COMMENTS FROM THE APPLICANT, ANGLIAN  
WATER SERVICES LIMITED, THE SECRETARY OF STATE FOR LEVELLING  
UP, HOUSING AND COMMUNITIES AND NATURAL ENGLAND**

**RESPONSE FROM NATIONAL HIGHWAYS (The Applicant)**

Please find below response by National Highways (“the Applicant”) to the letter from the Secretary of State dated 28<sup>th</sup> October.

**Compulsory Acquisition**

Although this query was not directed at the Applicant, the Applicant is able to provide an update to the Secretary of State for Transport on communications.

In respect of the application to the Secretary of State for Levelling Up, Housing and Communities for Crown Consent relating to Plots 1/5a and 1/6a, the Applicant has been following up with its contacts in the Government Legal Department over the course of the summer. The Applicant received a response on Monday 7 November which raised a number of queries that the Applicant has responded to. The Applicant believes that officials in the Department for Levelling Up, Housing and Communities may be requesting further time to respond to the Secretary of State for Transport’s deadline of 11 November. The Applicant is not presently aware of any reason why Crown Consent would not be forthcoming over the coming months.

With respect to Anglian Water, the Applicant has met with them with regard to the matters raised. Anglian Water will be responding to the Secretary of State on the matters raised.

## **Wildlife and Protected Species**

The Shadow application for the bat license is currently underway. The shadow license application was submitted on the 4th of March 2022. Natural England responded on the 20th April 2022 and stated the following

*'We require further information in respect of the draft method statement. Please see the enclosed assessment report which indicates the areas of concern that need to be addressed. If there is any aspect of this report that is not clear to you and you wish to discuss it with the Wildlife Team'*

The Applicant subsequently had a telephone call with Natural England on the 5th May 2022 to discuss and clarify the information required.

This additional information included the following:

- References to support the licence holders experience of holding a bat licence
- Further clarification of the survey information through amendments to the figures and survey details within the Method Statement
- More detail on the potential disturbance of bat roosts and a more detailed breakdown of potential fragmentation and isolation impacts
- Clarification of the number of bats that would be licensed

The Applicant responded to the Further Information Request (FIR) on the 24th of October 2022 with the information requested. This took longer than expected due to the delay in obtaining the required references. The Applicant is now waiting for Natural England to review and respond but does not envisage there being any impediment to the granting of the necessary bat licenses.

## **Environmental Matters**

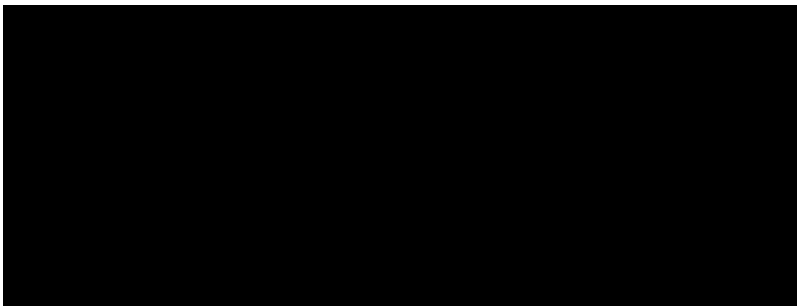
The supplementary intrusive ground investigation (GI) works commenced on 1st February 2022 and were completed on 25th May 2022. Please see the attached document titled Supplementary GI (2022) (**TR010039/EXAM/9.42**). The purpose of the Supplementary GI (2022) is to inform the Detailed Design of the Scheme.

The materials encountered within the exploratory holes undertaken were found to be broadly consistent with those encountered during the GI undertaken in 2018 (2018 GI). However, further in-situ test data and laboratory test data have been collected to inform the Detailed Design, in particular with respect to material re-use and subgrade modulus for pavement design. Exploratory hole data from both the 2018 GI and Supplementary GI (2022) have been used to create a 3D geological model utilising Leapfrog Works software by Seequent.

Given that the materials encountered in the Supplementary GI (2022)I were broadly similar to those encountered in the 2018 GI, it is considered that foundation solutions proposed are unlikely to change.

The findings of the Supplementary GI (2022) did however include recording the presence of possible shear surfaces within the Whitby Mudstone (Lias Group). This was highlighted as a risk at the preliminary design stage of the Scheme, as detailed within the Ground Investigation Report (GIR) submitted during the Examination (**REP1-009**). The impact of encountering these features will likely result in the design and construction of appropriate mitigation measures which may include reducing the gradient of proposed earthworks in affected areas, and installation of hard engineering solutions along the toe of proposed earthworks to intersect the shear surfaces to ensure stability of the proposed earthworks. Such measures can be incorporated within the existing DCO.

Yours sincerely,



Craig Stirzaker  
Project Manager  
National Highways