

A428 Detailed Representation – The Little Barford Estate
The Executors of N A Alington
August 2021



A428 DETAILED REPRESENTATION THE LITTLE BARFORD ESTATE

Table of Contents

1.0	The Estate	1
1.1	Description	1
1.2	Residential properties	1
1.3	Farming operations	1
2.0	A428 Development Consent Order (DCO)	1
3.0	Representation 1 – Integration with East West Rail and development proposals.	2
4.0	Representation 2 - Acquisition proposal – temporary and permanent land take	2
5.0	Representation 3 - Severance of the Farm and Proposed Overbridge Specification	5
5.2	Farm access	8
5.3	Proposed bridge	12
5.4	The Executors proposal	12
6.0	Representation 4 - Land take and environmental mitigation	13
7.0	Representation 5 - Drainage	14
7.1	Land Drainage	14
8.0	Conclusion	15

Appendix 1
ESTATE PLAN

Appendix 2
A428 ROUTE

Appendix 3
TEMPORARY AND PERMANENT LAND TAKE

Appendix 4
ENVIRONMENTAL MITIGATION

Appendix 5
COUNTRYSIDE STEWARDSHIP PLAN

Appendix 6
EXECUTOR'S PROPOSAL

1.0 The Estate

1.1 Description

- 1.1.1 The Little Barford Estate is a ringfenced block of 451 hectares (1,114.42 acres) situated due south-east of the town of St Neots. An estate plan is enclosed at Appendix 1.
- 1.1.2 The Estate sits close to a number of major transport routes. The East Coast Railway runs through the Estate, with the A1(M) to the west and the A428 to the north.
- 1.1.3 The Little Barford Estate came into the Alington family through marriage in the late 18th century. It remained in the family's ownership until the death of Nigel Argentine Alington in 2018. Mr Alington passed away with no direct descendants and the Estate remains within the hands of his Executors.
- 1.1.4 The Estate has operated as a typical rural estate for a number of centuries.
- 1.1.5 It is divided into farmland, woodland, and residential properties. The Estate brings in a total revenue of roughly £500,000 per annum.

1.2 Residential properties

- 1.2.1 There are a number of residential properties contained within the village of Little Barford; the majority of which are owned by the Estate.
- 1.2.2 A row of eight 19th century cottages sit at the north of the village, all of which are inhabited by tenants of the Estate.
- 1.2.3 There is a derelict Manor House, built in the mid-19th century, which is set back from the Barford Road within its own gardens. Within these grounds are two occupied residential dwellings: North Lodge and South Lodge.
- 1.2.4 Four Grade II listed bungalows opposite the Manor House are currently being renovated in advance of new tenants.
- 1.2.5 The Estate also owns a number of detached dwellings across the holding, including the Dower House, Lower Farmhouse and Glebe Farmhouse.

1.3 Farming operations

- 1.3.1 The farmland on the Estate can split be split into 332 hectares of prime arable land, centred around Top Farm mainly on the eastern and elevated section of the Estate, and grazing land in the River Ouse floodplain on the western side of the Estate. This land is grazed by cattle during the summer months and is cut for hay.
- 1.3.2 The arable land centres on Top Farm. Top Farm is a well-equipped farmyard providing storage for produce from the arable cropping.
- 1.3.3 There are a number of blocks of woodland interspersed across the Estate. Many of these were originally planted to provide natural drives and cover for driven shooting. Whilst driven game shooting has not been undertaken on the Estate for a number of decades, the woodland areas remain important habitat and environmental assets.

2.0 A428 Development Consent Order (DCO)

- 2.1.1 The Executors submitted an outline objection and representations to the application for the DCO. More detailed representations are set out below.

3.0 Representation 1 – Integration with East West Rail and development proposals

- 3.1.1 The route selected severs the Estate disrupting the main estate business. The Executors are aware of other representations by Central Bedfordshire and Bedford-Borough Councils which seek to ensure sustainable modes of travel are incorporated in the design of the scheme so as not to prejudice due process in the consideration of housing and employment growth options for those authorities.
- 3.1.2 The Executors support CBC/BBC representations in respect of seeking a segregated cycle lane on the Barford Road including on the overbridge, north-south pedestrian and cycle paths adjacent to the East Coast main line under the A428 improvement, and confirmation that the status of the A428 does not prohibit new junctions on the new road in the future. Disregarding these creates the probability of future disruption to the Estate.

4.0 Representation 2 - Acquisition proposal: temporary and permanent land take

- 4.1.1 The DCO sets out the proposed method of acquiring the rights required by Highways England (HE), and identifies land that is to be acquired freehold permanently, acquired temporarily for works and returned, and acquired temporarily and returned with permanent rights granted to third parties for services or access.
- 4.1.2 5.59 hectares will be taken temporarily (parts with rights granted to third parties) and 21.8 hectares will be taken permanently.
- 4.1.3 The DCO also sets out procedures whereby HE can alter the alignment of the land taken within extensive limits of deviation, can acquire rights for access to, or rights over land outside the DCO application area (both pre commencement and post commencement), and can vary the nature of acquisition between permanent and temporary acquisition, and impose covenants on use. If approved as drafted the DCO gives HE wide ranging and extensive powers to amend vary or extend the scope of land for the scheme. The justification for this is that it is the procedure provided for in other DCO schemes such as the A14.
- 4.1.4 The preferred method of acquisition has been General Vesting Declaration (GVD), particularly of land permanently acquired or land over which rights are required. This procedure means the land transfers title on the vesting date. The combination of the extended powers and the compulsory purchase methodology on the A14 has been detrimental and costly to the landowners affected, through excessive areas being taken under Compulsory Purchase (CP) powers. This has delayed the completion of claims for compensation and added considerably to the expense of acquisition for HE. In practice GVDs were made in respect over much wider areas than required, sometimes on land only required temporarily. There were even incidents of land being acquired by GVD not being used at all for the scheme or associated works.
- 4.1.5 HE has no process, once land is acquired by vesting, to return the land by agreement so has apparently to follow other procedures for the return of compulsorily acquired land – including offering it back to the market. This results in the claimant losing the land and not being able to agree its return when it transpires it is not required. This results in many small parcels of severed land being potentially offered to the open market at market value- which for severed parcels of land is probably negligible. It also implies that HE would potentially need to create rights to third parties for access. This procedure also apparently prevents the return by negotiation of land used for, say, environmental mitigation or planting when that management of that land might be better carried out by the landowner.
- 4.1.6 The extent of land needed should be tightly defined and the right to permanently acquire land should be limited to that land actually needed, not potentially needed. The GVD process should only be used on land where there is no prospect of it not being required – such as the road and its structures. All other land or right should be acquired by notice to treat or by licence for access.

Alternatively, the DCO should contain a process that allows HE to return land, even if acquired by vesting, without having to follow other procedures (handled by another department of HE).

- 4.1.7 The Executors consider the extent of permanent take to be too extensive and unnecessary.
- 4.1.8 The Executors believe that all areas, proposed as either temporary or permanent take, that sit outside the fence that defines the road boundary, including embankment and bridge abutments should be taken under temporary access powers and returned to the estate on completion of works, even if subject to covenants regarding use. This would be within the scope of the DCO provisions.
- 4.1.9 In detail the Executors proposal is as follows and would result in a scheme where only the land outlined red in Appendix 6 would be permanently acquired.

Figure 1 – Schedule of land take

PLOT	TEMPORARY (SQM)	PERMANENT (SQM)	USE	EXECUTOR COMMENT
4/3a	1634		working area	The Executors do not object if the area is returned in good condition.
4/3b		93086	Route of road and associated engineering, planting and screening	The Executors wish for the eastern section of this plot, due to be taken for planting, not to be taken at all, and to instead accept additional planting requirements at existing woodland areas on the Estate.
4/3c	10213		Working area and regraded farmland / part soil storage during works	The Executors do not object if the area is returned in good condition.
4/3d	950		Working area for creation of new farm track (rights acquired by HE)	There is no need for rights if Executors accept environmental management responsibilities.
5/1a	6667		Working area, access for works, new bridge and farm road (HE retains permanent rights of access)	The Executors are concerned by the wide imposition of access rights over this parcel.
5/1b	5209		Working area, access for works & site	The Executors do not object if the

			compounded returned as part regraded land	area is returned in good condition.
5/1c	9108		Access for working (HE is retaining permanent rights of access)	The Executors do not object if the area is returned in good condition and the rights of access are managed sensibly.
5/1d	100		Access for working, return planted	The Executors do not object if the area is returned in good condition.
5/1e	21714		Access for working and soil storage, land returned as regraded farmland	The Executors do not object if the area is returned in good condition.
5/1f		124871	Route of road and works, planting and environmental mitigation, new drainage ditches	The Executors do not object to this area being taken, contingent on appropriate woodland planting being undertaken inside of the permanently taken area.
5/1g	3,725			The Executors do not object if the area is returned in good condition.
Total	59,320	217,957		
Total (hectares)	5.93	21.8		

4.1.10 The Executors in principle wish to retain anything outside the delineating fence of the highway boundary. In practice as much of the road is in cutting or embankment across Little Barford, this might be the top of the immediate roadside embankment.

4.1.11 In practice the Executors understand this would include:

- All planting
- All landscaping
- All ditches and drainage

4.1.12 The Executors are willing to discuss and accept appropriate management covenants where required for these areas.

4.1.13 There are a number of reasons why the Executors wish to retain ownership of all areas outside of the embankment.

4.1.14 The Little Barford Estate has the rare feature of being a ringfenced property in one ownership divided only by the East Coast mainline and Barford Road. The Top Farm land is a single block of 332 hectares. There are no public rights of way or third-party rights over this and the Executors wish to maintain this position. This is advantageous for security and property management.

4.1.15 The Estate has managed its land as a rural agricultural estate with woodlands and is in a better position to do this than HE which has a poor record of management, including when it is delegated to other parties. The Executors have a good record of environmental and agricultural management and have maintained land in habitat conservation schemes over many years.

4.1.16 The Executors have also noted the experience of landowners affected by the A14, based on the knowledge of their agents Bidwells and other agents acting for claimants on that road. The issues arising from the incorrect inclusion of land within GVDs as highlighted above were commonplace. Retaining the ownership and granting temporary rights would prevent this and reduce cost to HE.

The accommodation and other mitigation works carried out by HE through its contractors were completed to a poor standard. Issues included incorrect location of fences, failure to agree the correct specification and location of works prior to implementation, incorrect alignment and grading of ditches and field drainage systems, wholesale failure of planting by inappropriate timing or method, and poor land restoration. All could be avoided by a precise determination of boundaries of land take prior to the scheme commencing and by the land being returned after operations for the landowner to manage.

Figure 2 – A14 accommodation works



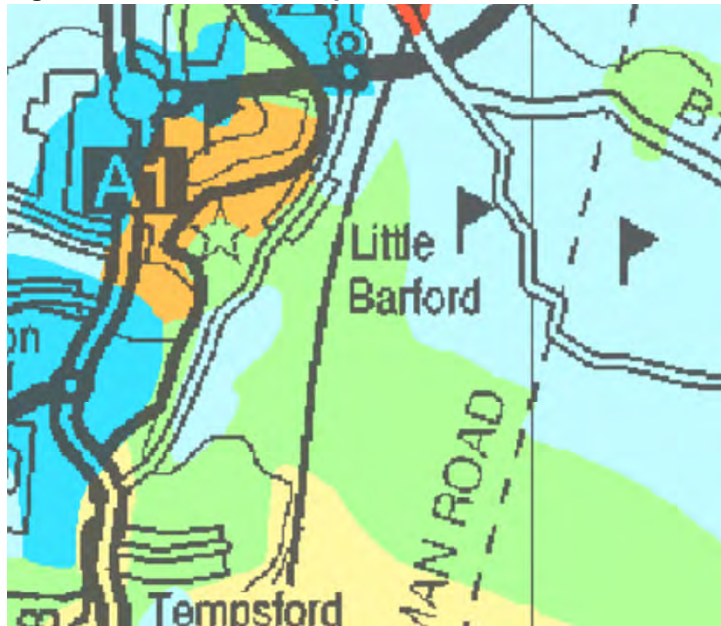
5.0 Representation 3 - Severance of the Farm and Proposed Overbridge Specification

5.1.1 The 332 hectares of Top Farm are a productive arable operation and the principle estate enterprise. The majority of the land lies around Top Farm to the east of the main railway line, but there is some arable land to the west of the line. The access under the East Coast line is too narrow for farm machinery and delivery vehicles so all farm inputs and outputs are delivered to Top Farm over the farm track leading from the Potton Road. Any farm machinery working the land west of the railway has to use this access too. The farming operation is carried out by a contractor who works other land in the vicinity and the access from the Potton Road to Top Farm is the only usable route for his equipment.

5.1.2 There is unrestricted access to the majority of the Top Farm arable land from farm tracks and wide grass verges enabling free movement of all farm machinery between fields.

5.1.3 The arable farmland at Top Farm is of good quality and well suited for the production of combinable crops. The Agricultural Land Classification Series defines the arable land as being of Grade 2 and 3 and this is all good quality farmland.

Figure 3 – Land Grade map



- 5.1.4 Top Farm is farmed in hand by the Executors, in conjunction with a local agricultural contractor, Davison & Co, which is based in Great Barford, but also works on the local Tetworth Estate, immediately to the south east of Little Barford. Davison and Co is a substantial business using large scale modern farm equipment.
- 5.1.4.1 Top Farm grows a diverse range of crops. These are farmed in a rotation across the farm and include wheat, barley, oilseed rape and field beans. Growing a diverse range of crops not only diversifies income streams for the Estate, but also encourages good soil health and structure. Different crops require different amounts of minerals and nutrients, therefore growing a diverse range of crops allows soil mineral and nutrient levels to not become depleted.
- 5.1.5 Top Farm's farming calendar is defined by a number of key events and dates. It is crucial that during these time periods essential agricultural activities are completed efficiently and effectively. An indicative calendar is included below for reference.

Figure 4 – Farming calendar

MONTH	ACTIVITIES	MACHINERY USED
January	<ul style="list-style-type: none"> • maintenance of buildings, tracks, fences, hedges and machinery 	<ul style="list-style-type: none"> • tractor • hedge flail • diggers
February	<ul style="list-style-type: none"> • Fungicide treatments applied if needed • fertiliser dressings applied 	<ul style="list-style-type: none"> • self-propelled sprayer
March	<ul style="list-style-type: none"> • planting of spring cereal crops 	<ul style="list-style-type: none"> • tractor • tractor and cultivation kit (cultivator, drill, rollers)
April	<ul style="list-style-type: none"> • continued crop planting • fertiliser applied to arable crops 	<ul style="list-style-type: none"> • tractor and cultivation kit (cultivator, drill, rollers) • self-propelled sprayer

May	<ul style="list-style-type: none"> • spraying arable crops for pest management • grass cut for hay 	<ul style="list-style-type: none"> • self-propelled sprayer • tractor with hay making machinery
June	<ul style="list-style-type: none"> • grass cut for hay 	<ul style="list-style-type: none"> • tractor with hay making machinery
July	<ul style="list-style-type: none"> • start of harvesting of winter sown arable crops • baling of straw begins • movement of crops from field to storage barns 	<ul style="list-style-type: none"> • combine • tractor and baler • tractor and trailer
August	<ul style="list-style-type: none"> • harvesting of arable crops continues • early cultivations for sowing of arable crops • straw sold to livestock farms 	<ul style="list-style-type: none"> • combine • tractor and trailer • tractor and cultivation kit (cultivator, drill, rollers)
September	<ul style="list-style-type: none"> • Spreading of organic manures onto farmland to aid cultivations • Autumn cultivations including ploughing, seedbed preparations, liming etc • Sowing of arable crops • Herbicides applied where needed 	<ul style="list-style-type: none"> • Self-propelled sprayer • tractor and cultivation kit (cultivator, drill, rollers)
October	<ul style="list-style-type: none"> • ploughing, seedbed preparations, liming etc • Sowing of arable crops 	<ul style="list-style-type: none"> • tractor and cultivation kit (cultivator, drill, rollers)
November	<ul style="list-style-type: none"> • Completion of Autumn cultivations 	<ul style="list-style-type: none"> • tractor and cultivation kit (cultivator, drill, rollers)
December	<ul style="list-style-type: none"> • maintenance of buildings, tracks, fences, hedges and machinery 	<ul style="list-style-type: none"> • tractor • hedge flail • diggers

5.1.6 As shown in the farming calendar, agricultural machinery needs to access Top Farm and its buildings throughout the year.

5.1.7 This is without accounting for third party contractors required for activities such as hedge cutting, ditch clearance and woodland maintenance activities.

5.2 Farm access

- 5.2.1 The only viable access route is off the Potton Road, to the east of the farm. The underpass to the East Coast mainline was installed during the 19th century and was designed for access by horse and cart. It is accessible with motor vehicles and small farm machinery but is incapable of being used by modern agricultural machinery.
- 5.2.2 This is due to the unforeseen consequences of the building of the underpass under the East Coast mainline. This railway line and bridge was installed during the 19th century. As such it was built for a time when agricultural production was undertaken by horse and cart. It is completely incapable of being used by modern agricultural machinery.

Figure 5 – East Coast Mainline underpass



- 5.2.3 The Top Farm access is not subject to any weight or size restrictions and is the route for essential deliveries on farm of inputs and off farm of crops. It is estimated that roughly 10,000 litres of sprays, 100 tonnes of fertiliser, 56 tonnes of seed and 5,000 litres of diesel are brought to Top Farm each year. Around 2,500 tonnes of crop and 700 tonnes of straw are taken off farm each harvest.
- 5.2.4 All relevant inputs such as seed, fertilisers, herbicides and pesticides are stored at Top Farm in its purpose-built facilities. When completing activities such as cultivations, drilling and harvesting, machinery is constantly moving back and forth from field to Top Farm. This is either to pick up additional inputs such as seed or fertiliser or drop off loads of grain.
- 5.2.5 Currently, this can happen quickly and efficiently as machinery has an unimpeded route of access to Top Farm from across the Estate. The proposed bridge will cut the farm in half and immediately stop this ease of access. A suitably wide bridge would prevent this becoming an issue.
- 5.2.6 The existing farm track is in good condition and maintained by the Estate.
- 5.2.7 There is at least 8m width available for movement of agricultural machinery, including the grass verges. This means agricultural implements can be moved around the farm set up on the back of tractors without the need for transportation trailers.



Figure 6 – Top Farm track width (inc grass verge) and photo of track









5.2.8 The existing access arrangements are much wider than the proposed A428 bridge width.

5.2.9 A schedule of the type of machinery used at Top Farm is included below for reference.

Figure 7 – Top Farm agricultural machinery

KIT	TYPE	WIDTH	INDICATIVE IMAGES
Case STX600	Quadtrac tractor	4m	
Class Lexion 8800	Combine harvester	12m with header, 4.2m without header	

<p>Horsch Sprinter SW 12m</p>	<p>Drill</p>	<p>3.5m folded, 12m with arms extended</p>	
<p>Horsch Leeb 280</p>	<p>Self-propelled sprayer</p>	<p>3.5m folded up, 12m with booms extended</p>	
<p>NRH Cambridge Roller</p>	<p>Cambridge Roller</p>	<p>3m fully folded, 12.3m unfolded</p>	
<p>John Deere 8R 370</p>	<p>Large tractor with dual tyres</p>	<p>4.3m with dual tyres</p>	

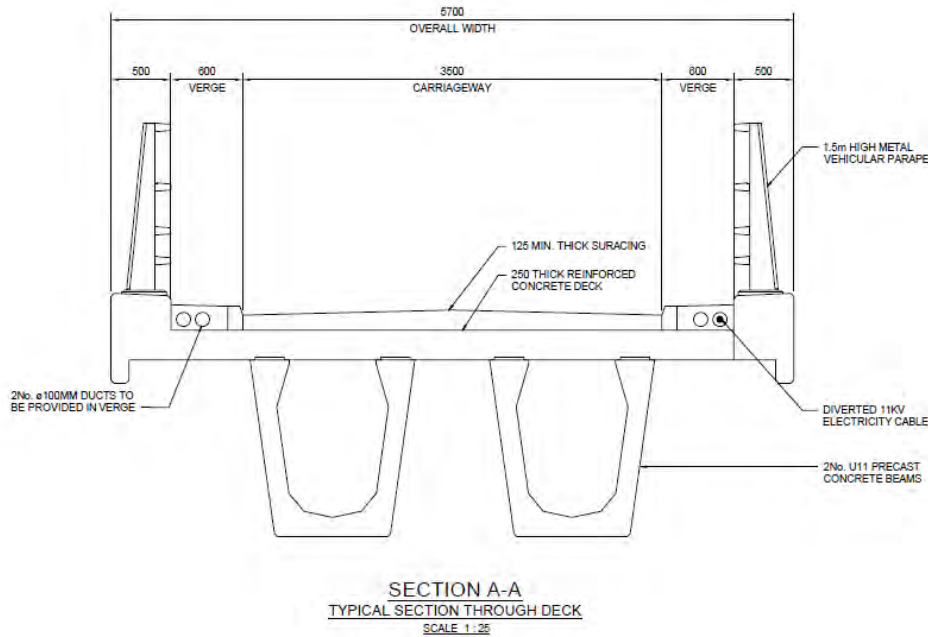
<p>Horsch Cruiser 12 XL</p>	<p>Cultivator built for shallow and medium- deep tillage.</p>	<p>Transport length 3m, working width up to 12m</p>	
<p>Kverneland 6300 S</p>	<p>Plough with up to 6 furrows</p>	<p>3.4m up to 4m</p>	

- 5.2.10 Many pieces of the farm’s machinery have a working width greater than the standard public highway carriageway. If these vehicles were to be moved on the public roads, then either they are folded to a road width, or demounted from the tractor and loaded longitudinally onto a road width trailer or a wide load escort has to be provided. This is not necessary when moving around the farm between fields and operations.
- 5.2.11 As can be seen, the combine, both tractors and a number of additional implements cannot move safely across the proposed bridge. All machines would need to ride on top of the verges and there may be items, such as the combine’s ladder, overhanging the parapet. This is clearly unsafe and not suitable.
- 5.2.12 If large tractors and combines cannot access Top Farm, this is a severe impediment to farming activities. It is not reasonable to expect new machinery to be purchased and used due to an insufficient bridge width being provided.
- 5.2.13 There is disruption to farming activity and a cost in lost time and spent diesel for machinery to be moved on trailers. Farming activities often can be carried out by a single employee, but trailed equipment is likely to need additional staff which makes movement of machinery more complex and expensive. This makes it a much more convoluted process to transport machinery via trailer.
- 5.2.14 Farming operations are time and weather specific with defined windows of activity, so delays or restrictions on movement are disadvantageous.

5.3 Proposed bridge

5.3.1 The A428 are currently proposing a single carriageway bridge with width between parapets of 4.7m.

Figure 8 – A428 bridge proposal



5.3.2 The proposed bridge presents a number of issues as it is of insufficient width for the safe travel of the current farm machinery, such as the combine harvester. This ranges from 3m (wheel width) to 8m plus. The narrower equipment and tractors will only have narrow clearance or may overhang the parapets; the larger machinery will not fit without demounting or travelling suspended above parapet barriers, which is unsafe.

5.3.3 The size of farm machinery has continually increased, and there is no indication that this will slow down as farmers seek more efficient and cost-effective methods of working. The East Coast mainline underpass is a case in point (and there are many examples in the locality of other overbridges or underpasses of insufficient size). It was sufficient for then current needs of farming, but patently insufficient for modern requirements. The bridge will therefore potentially restrict future farming activity in a way that the existing track will not. Unless the design allows for future requirements, and is not simply limited to meeting current specifications, the landowner will clearly be in a much worse position imposed on it by the road, than when compared to before the A428.

5.4 The Executors proposal

5.4.1 The Executors are seeking a much wider bridge, with a width sufficient for current and future farm equipment without the need for demounting or disassembly. This would allow uninterrupted access for working farm equipment. The bridge requested is of similar design to that provided in the Design Manual for Roads and Bridges, see CD127 fig. 2.1.1N1e with a 7.3m running surface. This is also reasonable future proofing.

5.4.2 Although there are no current public rights of way over the track it is noted that the land is being acquired with third party rights to be granted. This raises the prospect of shared use of the bridge and access track. The Executors are also mindful of the proposed rail and road infrastructure and development pressure and a bridge of limited width does not take account of the need for shared access or alternative or sustainable transport options in the future. The provision of a bridge of sufficient width to accommodate shared use would be a prudent investment.

6.0 Representation 4 - Land take and environmental mitigation

- 6.1.1 The permanent land take includes land to be planted to woodland or other environmental mitigation.
- 6.1.2 The overlaid plan enclosed in Appendix 4 details the environmental mitigation and breakdown of temporary / permanent land take.
- 6.1.3 The Executors accept that planting of severed field margins or corners, particularly when this assists with screening of the road is a practical use of those areas. It also provides some environmental mitigation and offset. However, some of the proposed planting is allocated to good quality arable fields, creating significant intrusion to the Estate, severing access to arable land, and result in third-party access rights over estate land.
- 6.1.4 In particular the Executors object to a block of proposed planting in Plot 4/3b which would join up to High Barns wood. This link would unnecessarily utilise productive arable land. There are already a number of existing woodland copses across the Estate which could be expanded without impact on farming operations.



- 6.1.5 HE has no means of retaining and maintaining these planting areas, so will presumably delegate the management to others. Experience gained on the A14 suggests that HE contractors do not undertake the work in a timely or appropriate manner resulting in massive tree loss, and the land is not maintained in a condition to promote tree growth. This adds expense for HE.
- 6.1.6 The Executors require that
- (a) woodland and environmental mitigation areas are rearranged; and
 - (b) are taken on a temporary basis being returned when woodland works are completed, or subject to covenants to plant and maintain with appropriate compensation.
- 6.1.7 The Estate has owned and managed woodland and other important environmental habitat for many years. A local landowner with a vested interest in maintaining the landed asset is a much better choice for long term management when compared to HE.
- 6.1.8 Furthermore, the Estate has now entered into a Countryside Stewardship Higher Level Agreement, which will be significantly impacted by the A428. This will need appropriate amendment in due course, as the Estate will not be able to fulfil the entirety of its environmental responsibilities, but this also presents an opportunity for the Estate to link the habitat with rearranged planting.
- 6.1.9 Appendix 5 details the options proposed under the Countryside Stewardship Agreement.

7.0 Representation 5 - Drainage

7.1 Land Drainage

7.1.1 The general layout plans indicate provision for new drainage alongside the road but provide no detail to ensure that:

- a) The alignment is sufficient to drain the landscape
- b) It can accommodate reinstated underdrainage schemes
- c) Is of sufficient capacity to take both land water and road water

7.1.2 The Top Farm arable land's historic and modern land drainage installations ensure that the farmland remains productive and does not suffer from waterlogging or flooding.

7.1.3 The engineering works required for the A428 will significantly affect the topography and drainage routes of Top Farm and intercept the natural and man-made drainage. There is provision for new roadside drainage but there is limited detail of the capacity and specification. This needs to be confirmed in detail prior to works commencing, rather than a retrospective design being imposed, irrespective of landowner requirements after works were completed, as arose on the A14 (and still unresolved now).

7.1.4 The Executors' agent, Bidwells, confirm from recent experience on the A14 road scheme, where there was no agreed design of the drainage systems prior to the works commencing and poor execution of work. The impact on the adjoining land from flooding was substantial and led to protracted disputes and claims for compensation. This example was caused by there being no outfall to the new ditch and then it being installed higher than the ditch level.

Figure 9 – drainage issues along the A14



7.1.5 A review of the DCO documentation, Volume 2, 2.10 Engineering Section Drawings – Part1, Volume 6, 6.1 Environmental Statement Chapter 13: Road Drainage and Water Environment and also 6.3 Environmental Statement Appendices, 9.1:Ground investigation Summary Report, 13.3: Drainage Strategy Report, 13.4 Flood Risk Assessment (FRA) and 13.7: Groundwater Risk Assessment, has been completed.

7.1.6 In the review of the drainage document and ground investigation there appears to be no substantial assessment of overland flows as suggested in DMRB CD 522 Drainage of runoff from

natural catchments. This document is referenced in DMRB CG 501 which is considered in the drainage of the proposed A428.

- 7.1.7 In the DCO FRA cited above, the document suggests that ‘5.3.13 *Pluvial modelling has not been undertaken as part of this assessment.*’ It also states an alternative approach has been considered. However, there is currently a surface water overland flow route along the track of Top Farm as indicated on Figure 6.7 of the Appendix 13.4 FRA. To suggest that this water falls to a natural watercourse and does not need to be considered separately may be an oversight.
- 7.1.8 The major issue of concern is whether the natural catchment which falls from the east at a higher level near Highfield Spinney, Drewels Lane, towards the proposed A428 has been considered as a natural catchment in the proposed ditch along the western side of the proposed A428. This area, falling towards the proposed A428 is approximately 42Ha and there is no reference to this catchment in the documents above and should have been considered as indicated in DMRB CD 522. On this basis the proposed ditch alongside the proposed A428 does not appear to have been sized accordingly.
- 7.1.9 In addition, there are land drains that flow across the land and these, once severed, by the proposed A428, do not appear to have been considered in the design as far as we can assess.
- 7.1.10 A review of the issues above needs to be considered to ensure that the surface water natural water flow paths and drainage from the proposed A428 are catered for accordingly and will not cause a detrimental effect downstream to any landowner.

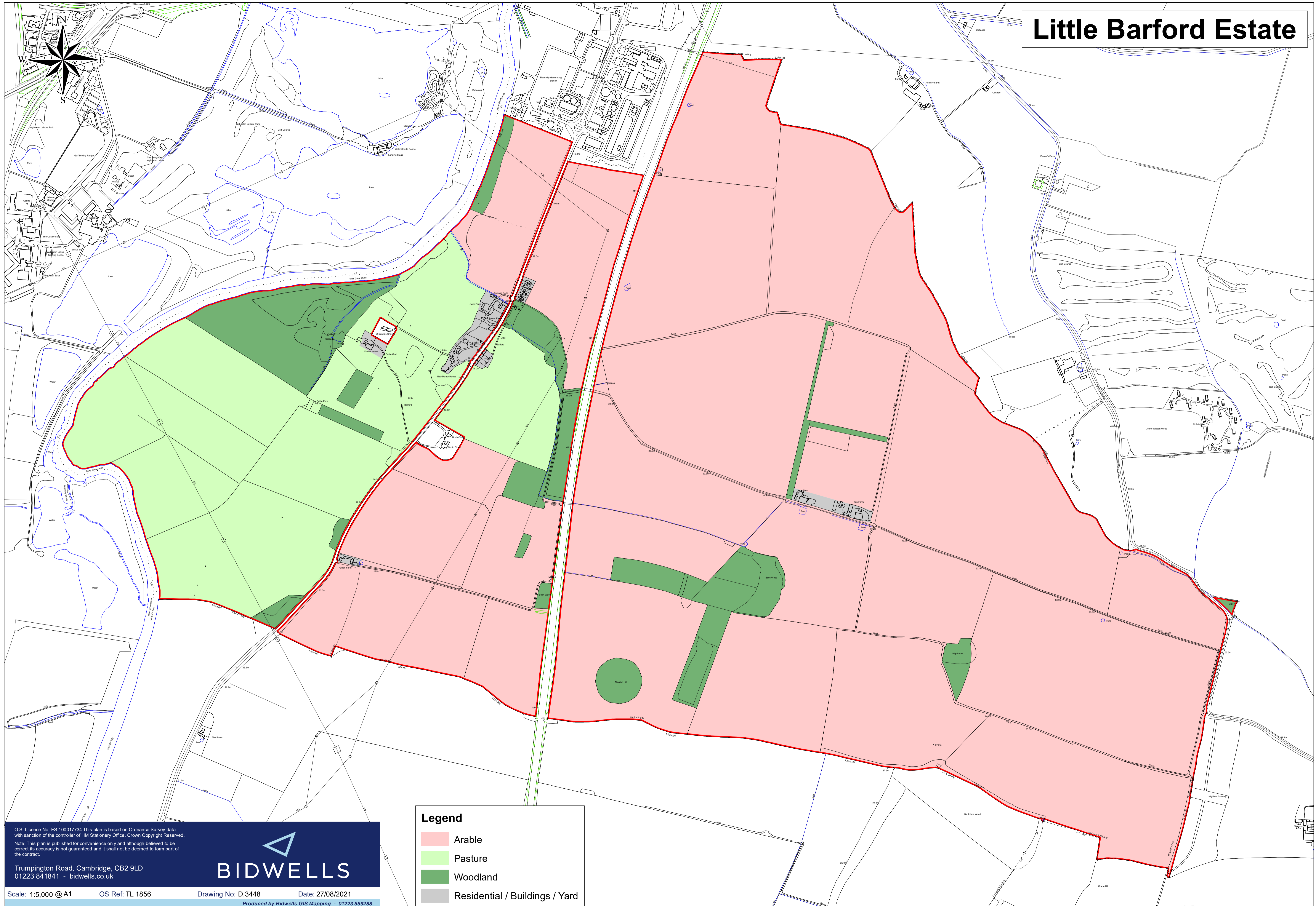
8.0 Conclusion

- 8.1.1 The Executors do not consider that sufficient account has been taken of the need for this scheme to interact with East West Rail and the local authority development proposals. Relatively limited realignment or design changes could accommodate those requirements.
- 8.1.2 The Executors prefer that only the land falling with the roadside fencing boundary and used for the road and accompanying structures is permanently acquired, with all other land being taken on a temporary basis and returned to estate ownership on completion of works.
- 8.1.3 The proposed overbridge is of insufficient capacity to allow unrestricted use by current farm machinery, impeding the efficiency of the farm. The principle of providing no more than equivalent capacity does not allow for the changes in farming practices, which historically have led to larger farming units operating larger farm machinery. It has no regard to possibly alternative or additional uses. Failure to do this would leave the Executors in a worse position than currently, in a manner that cannot readily be dealt with by financial compensation. A wider capacity bridge is required.
- 8.1.4 There are extra and additional areas of woodland planting or environmental offset on good quality arable land that are better located elsewhere – and the Estate is providing areas of mitigation planting in other locations.
- 8.1.5 The impact on the farm drainage system is not readily determinable from the supporting documents, and the design and provision of a scheme to mitigate the impact needs to be agreed and implemented before the works commence, not on conclusion.

APPENDIX 1

ESTATE PLAN

Little Barford Estate



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Produced by Bidwells GIS Mapping - 01223 559288

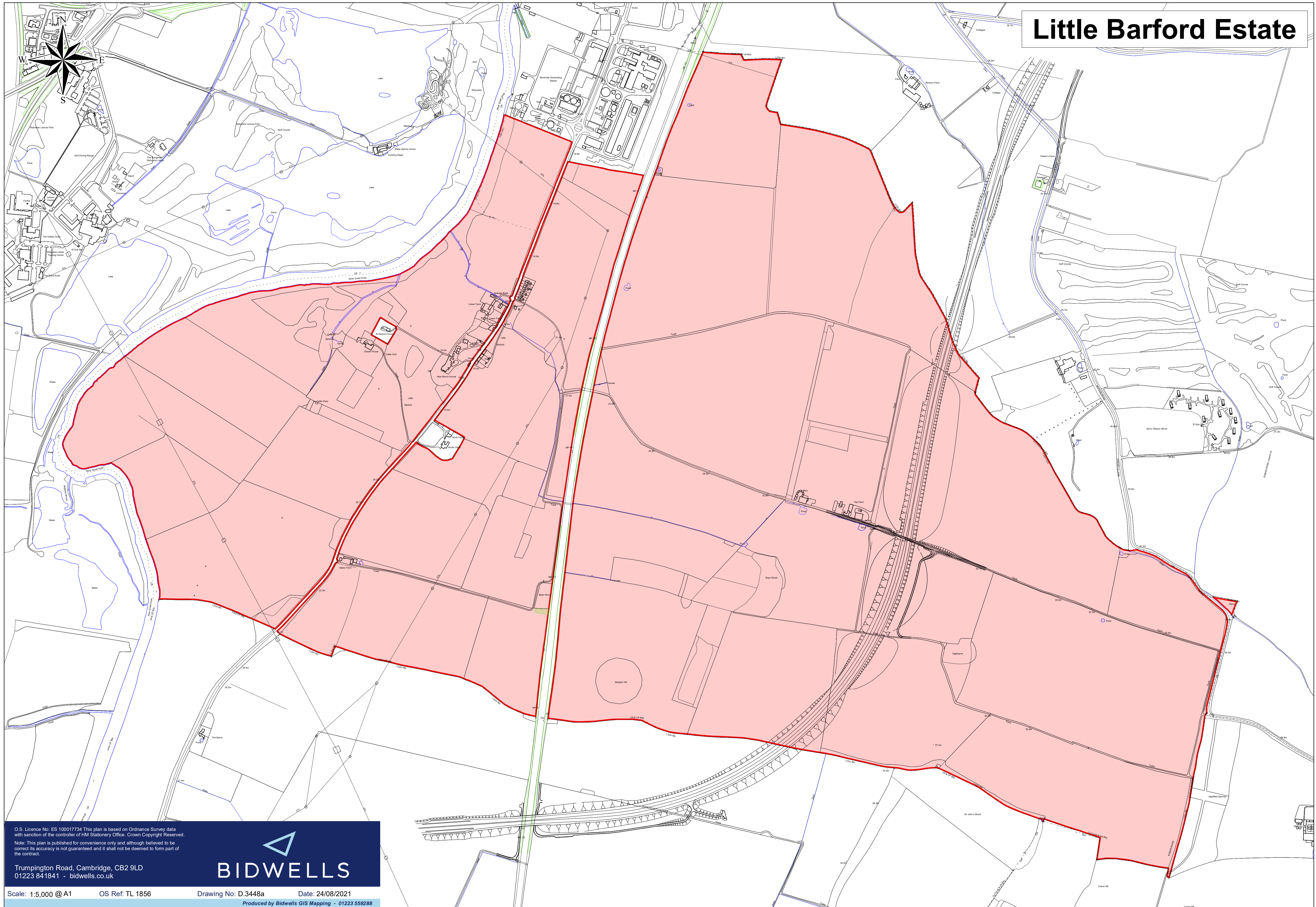
Legend

- Arable
- Pasture
- Woodland
- Residential / Buildings / Yard

APPENDIX 2

A428 ROUTE

Little Barford Estate



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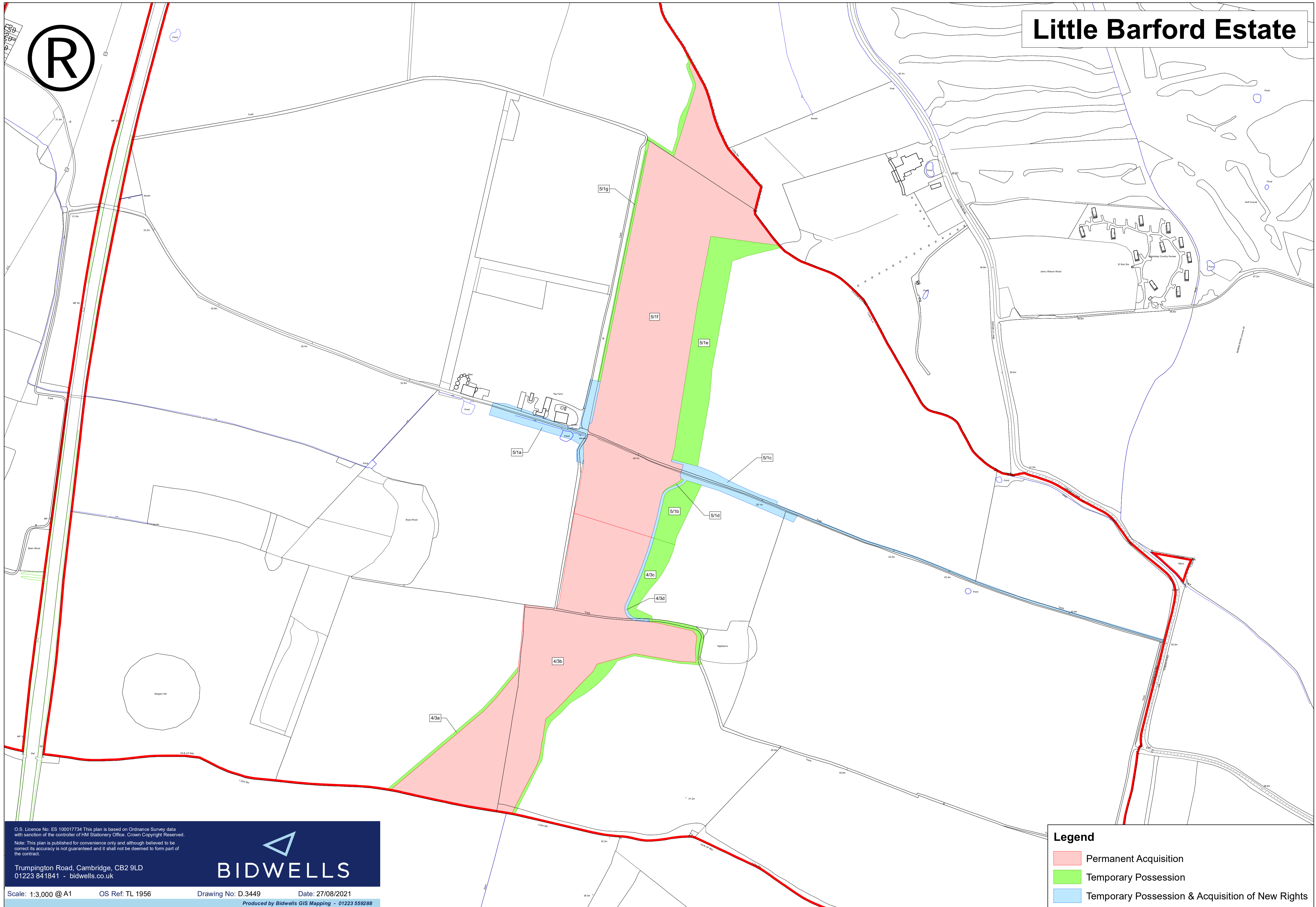
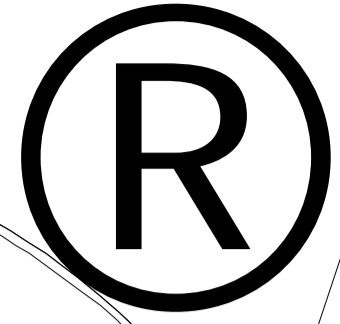
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APPENDIX 3

TEMPORARY AND PERMANENT LAND TAKE

Little Barford Estate



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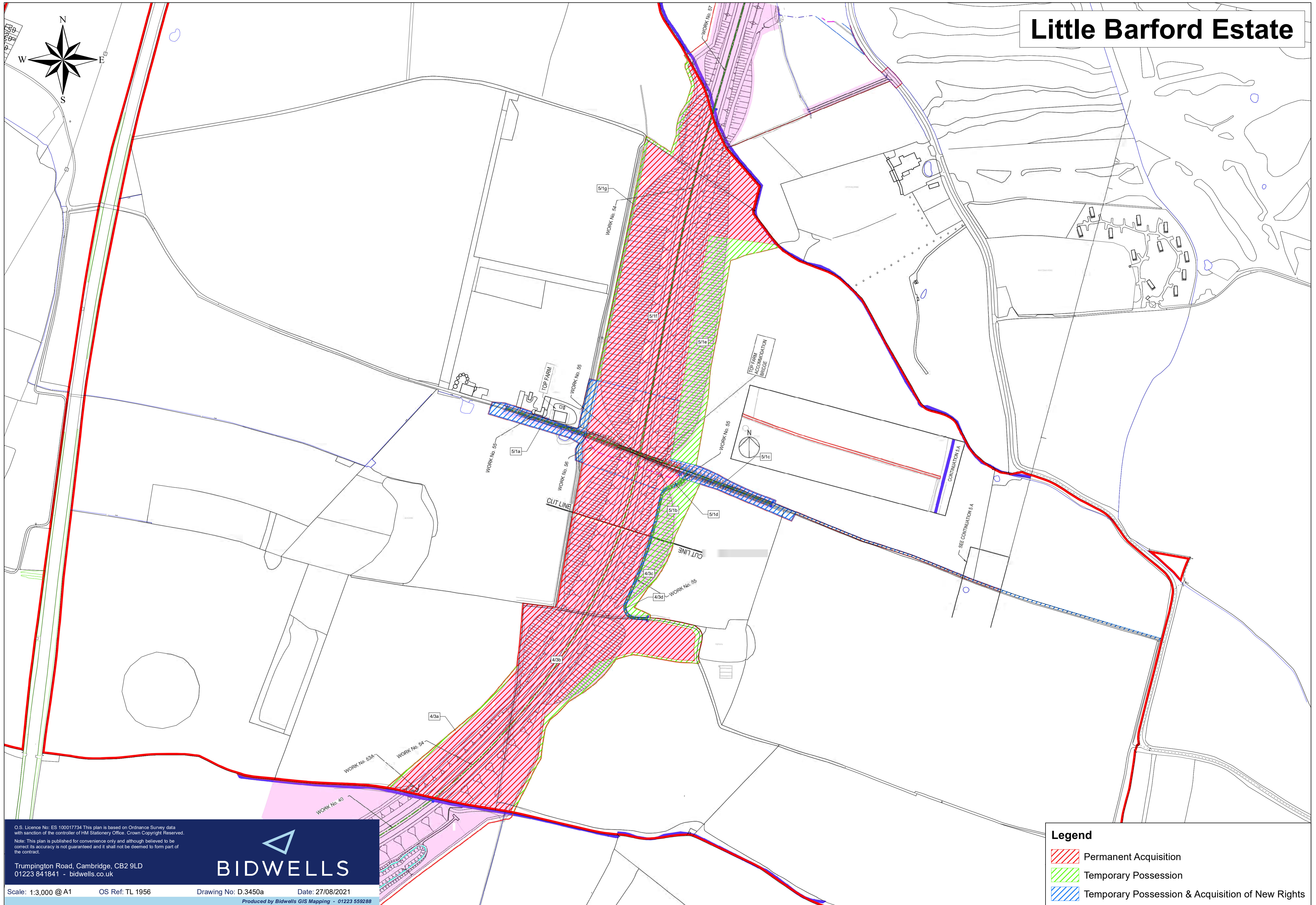


Legend

- Permanent Acquisition
- Temporary Possession
- Temporary Possession & Acquisition of New Rights

APPENDIX 4 ENVIRONMENTAL MITIGATION

Little Barford Estate



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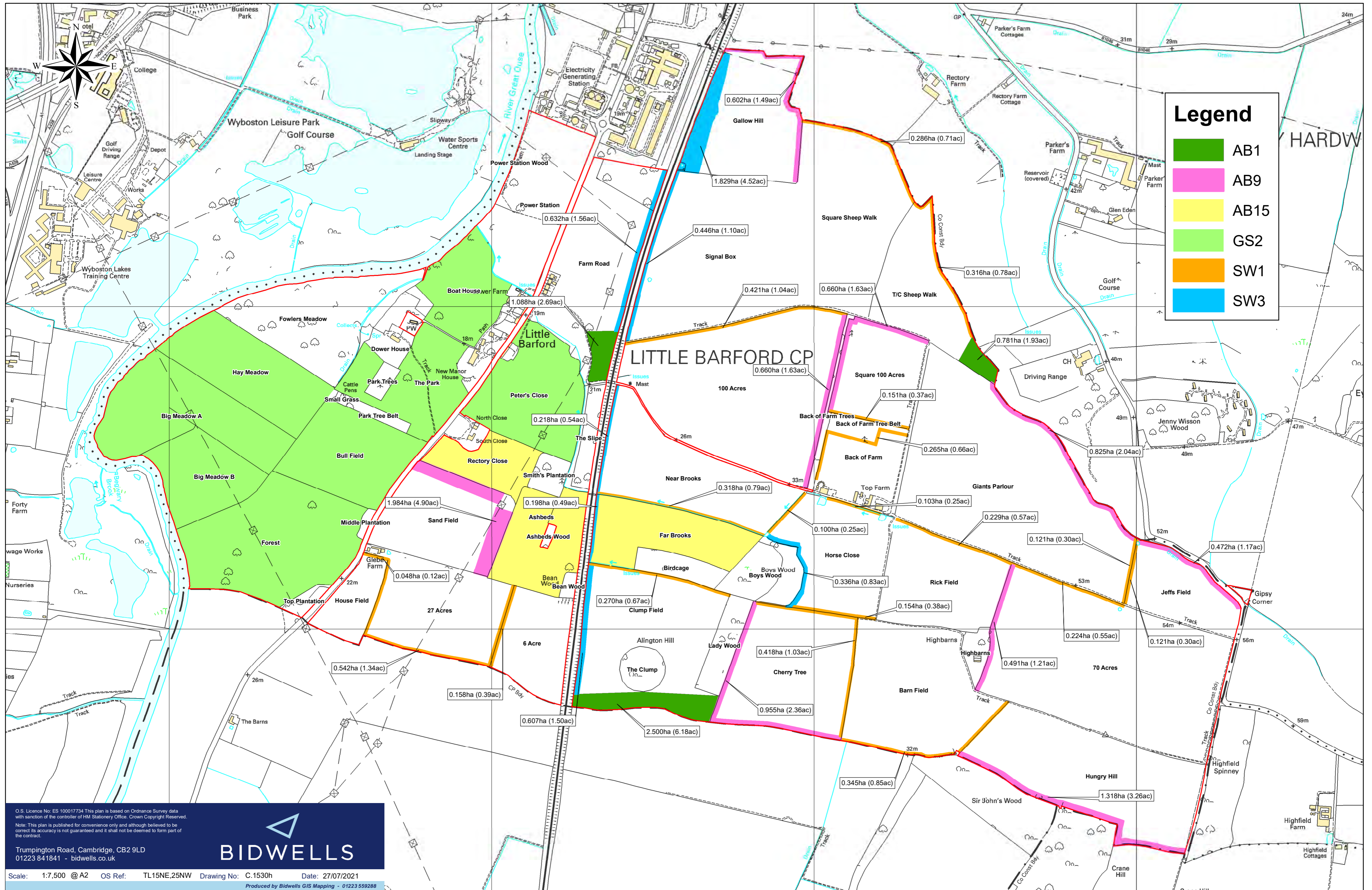
Legend

- Permanent Acquisition
- Temporary Possession
- Temporary Possession & Acquisition of New Rights

APPENDIX 5

COUNTRYSIDE STEWARDSHIP PLAN

The Little Barford Estate

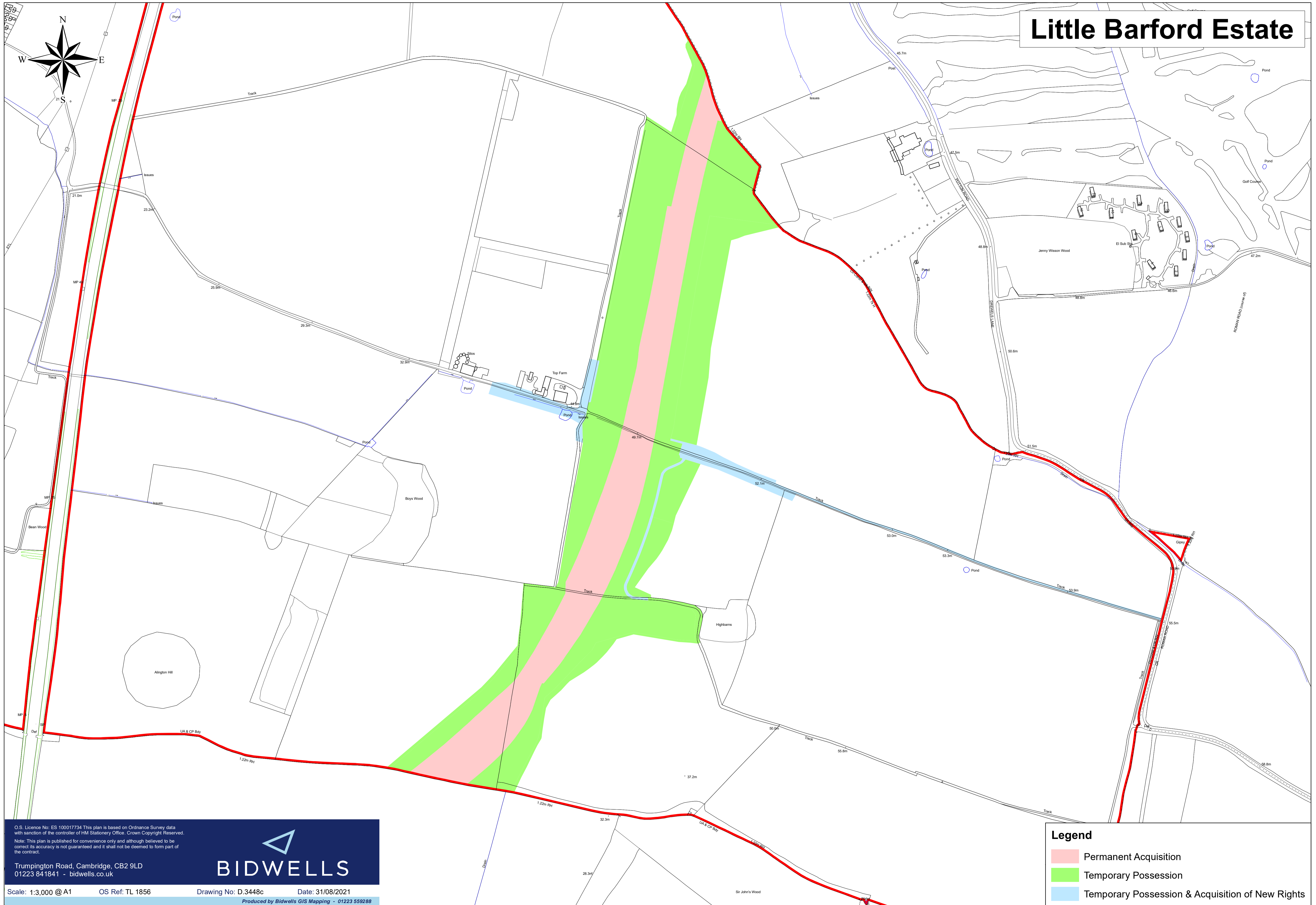


Legend

- AB1
- AB9
- AB15
- GS2
- SW1
- SW3

APPENDIX 6 EXECUTOR'S PROPOSAL

Little Barford Estate



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Legend

- Permanent Acquisition
- Temporary Possession
- Temporary Possession & Acquisition of New Rights



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