

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 8

**8.4 Draft Statement of Common Ground with Central
Bedfordshire Council**

Planning Act 2008

Rule 8(1)(e)

Infrastructure Planning (Examination Procedure) Rules
2010

August 2021

Infrastructure Planning

Planning Act 2008

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

**A428 Black Cat to Caxton Gibbet
improvements
Development Consent Order 202[]**

**8.4 Draft Statement of Common Ground with
Central Bedfordshire Council**

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Central Bedfordshire Council.

Signed.....

Anne-Marie Rogers

Project Manager

on behalf of Highways England

Date: 31 August 2021

This statement has been not approved by the Officers of Central Bedfordshire Council.

Signed.....

[NAME]

[POSITION]

on behalf of [STAKEHOLDER]

Date: [DATE]

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the A428 Black Cat to Caxton Gibbet improvements (the Scheme) made by Highways England Company Limited (Highways England) to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (the Order) under section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The order, if granted, would authorise Highways England to construct a new 10 mile (16km) dual 2-lane carriageway from the Black Cat roundabout to Caxton Gibbet roundabout and in addition approximately 1.8 miles (3km) of tie-in works. The Scheme includes the following components:
- a. A new three-level grade separated junction at Black Cat roundabout, with the A1 at the lower level, the new dual carriageway on the upper level and a roundabout between the two at approximately existing ground level. In addition to slip roads, a new free flowing link between the A421 eastbound carriageway and the A1 northbound carriageway will also be provided.
 - b. A new grade separated all movements junction will be constructed to the east of the existing Cambridge Road roundabout to provide access to the new dual carriageway and maintain access to the existing A428.
 - c. At the Caxton Gibbet roundabout, a new grade separated all movements junction will be constructed, incorporating the existing roundabout on the south side of the new dual carriageway and a new roundabout on the north side. The new dual carriageway will then tie-in to the existing A428 dual carriageway to the east of the new Caxton Gibbet junction.
 - d. In the vicinity of the new Black Cat junction, direct access onto the A1 from some local side roads and private premises will be closed for safety reasons. A new local road will provide an alternative route. The existing Roxton Road bridge will be demolished and replaced with a new structure to the west to accommodate the realigned A421.
 - e. New crossings will be constructed to enable the new dual carriageway to cross the River Great Ouse, East Coast Main Line railway, Barford Road, the B1046/Potton Road, Toseland Road and the existing A428 at Eltisley.
 - f. The existing A428 between St Neots and Caxton Gibbet will be de-trunked and retained for local traffic and public transport with maintenance responsibility transferred to the local highway authorities.
 - g. An alternative access will be provided to side roads at Chawston, Wyboston and Eltisley.

h. There will be safer routes for walkers, cyclists, and horse riders.

1.1.3 This SoCG has been produced to confirm to the Examining Authority (ExA) 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) Highways England as the Applicant and (2) the Central Bedfordshire Council (CBC).

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It 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 Highways England, including in respect of the Application, to be conferred upon or assumed by Highways England.

1.2.3 CBC is a prescribed consultee for this application under Sections 42(1)(a) and 56(2)(a) of the PA 2008.

1.2.4 Collectively Highways England and CBC are referred to as ‘the parties’.

1.3 Terminology

1.3.1 In Section 3 of this SoCG:

- a. “Agreed” indicates where the issue has been resolved.
- b. “Not Agreed” indicates a final position.
- c. “Under discussion” where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to CBC’s representation and therefore have not been considered in this document. It is recognised however that engagement between both parties will need to continue due to their joint vested interest in the area of the Scheme.

2 Record of Engagement

2.1.1 The parties have been engaged in consultation since the pre-application period for the proposed development. A summary of the meetings and correspondence that has taken place between Highways England and CBC in relation to the Application is outlined in the records of engagement set out in Table 2-1.

Table 2-1 - Record of Engagement

RECORDS OF ENGAGEMENT UNDER DEVELOPMENT

Date	Form of correspondence	Key topics discussed and key outcomes
29/01/2018	Meeting	Meeting held with CBC Highways to introduce the Scheme and discuss the Scheme's impact on side roads within CBC's jurisdiction as well as de-trunking extents and requirements.
29/01/2018	Meeting	Meeting held with CBC to discuss and understand issues associated with waste material placed on land to the north-west of Black Cat Junction on the site of a proposed lorry park and the associated Enforcement Notice that had been imposed by CBC. Also discussed was the status of the gravel pits in operation on the eastern side of the Black Cat Junction.
06/02/2019	Email	Departures from Standard application for Barford Road cross section sent to CBC to complete.
13/03/2018	Email	Confirmation from CBC that there are no heavy or high load requirements for CBC side roads that may impact on the strategic road network.
27/03/2018	Email	Following the meeting on 29/01/2018 with CBC Highways, the A428 project team requested accident data for Barford Road to assist in development the realignment designs.
27/03/2018	Email	CBC Highways provided A428 project team with collision history data relating to the Barford Road Realignment
27/03/2018	Email	A428 project team requested full STATS 19 data for the extent of Barford Road from CBC Highways.
26/03/2018	Email	Discussions with CBC and Bedfordshire and Luton Suicide Prevention Steering Group regarding the design of suicide prevention measures.
10/05/2018	Email	Three draft drawings depicting Representative Viewpoints for Landscape and Visual Impact Assessment (LVIA) shared with CBC.

Date	Form of correspondence	Key topics discussed and key outcomes
18/05/2018	Meeting	Highways England held a meeting with CBC to discuss the options for the Barford Road realignment.
21/05/2018	Meeting	Archaeology Presentation in Phase 1 Evaluation.
23/05/2018	Meeting	Meeting held with CBC to discuss the updated traffic modelling and environmental surveys with the authority.
23/05/2018	Email	Confirmation that pavement design requirements in Central Bedfordshire can be designed to the Design Manual for Roads and Bridges (DMRB) requirements with specified surface material from CBC.
03/07/2018	Meeting	A meeting was held with BBC, CBC, HDC, and SCDC during which a presentation was given on the Landscape visual impact assessment (LVIA) viewpoints to landscape officers. The ongoing nature of consultation was discussed, and Highways England invited further thoughts on the initial viewpoint selections for LVIA photomontages, so that they could brief surveyors in August 2018.
13/08/2018	Email	Email informing CBC of the identification of zigzag elm sawfly during ecological surveys.
	Email	Latest programme for the work packages and Local Authority engagement shared by HE.
TBC	Email	Confirmation from CBC that two additional trenches can be dug due to constraints of an overhead line.
TBC	Email	Draft Traffic Forecasting Report shared with CBC.
14/01/2019	Email	Email from CBC asking for details of the scheme which passes through their council area.
21/01/2019	Email	Brief sent from CCC and covering CBC and BBC too.
18/02/2019	Email	Confirmation from CBC that consultation material cannot be displayed at Council Offices but could be displayed at the Sandy Library.
20/02/2019	Email	Confirmation that information booklets for the A428 Scheme can be displayed at the Sandy Library.
14/03/2019	Email	Information emailed to BBC, CBC, and CCC on preferred route announcement. Update on progress to geophysical survey.
15/03/2019	Email	Link to plans etc emailed to BBC, CBC, and CCC.

Date	Form of correspondence	Key topics discussed and key outcomes
25/03/2019	Email	Written Scheme of Investigation (WSI) prepared by MHI for geophysical survey sent to BBC, CBC, and CCC.
26/03/2019	Email	CCC comments on WSI, sent on behalf of all three councils.
28/03/2019	Email	Response to some comments on WSI sent back.
29/03/2019	Email	Updated version of geophysics WSI sent to the councils.
01/04/2019	Email	Confirmation that CBC are happy with the content in the draft Statement of Community Consultation.
09/04/2019	Email	Interim geophysical survey results sent to councils.
10/04/2019	Email	Correspondence regarding potential extensions to the 1km archaeological study area and data requests for the majority of St. Neots.
10/04/2019	Email	Cultural heritage: Request for additional data for small outlier compounds etc.
12/04/2019	Email	Confirmation from CBC that proposed study area for compounds is acceptable.
12/04/2019	Email	Request for additional data (from OP).
15/04/2019; 07/05/2019; and 08/05/2019	Email	Emails with CBC regarding an outstanding invoice to be resolved before CBC can send data.
15/04/2019, 24/04/2019, 08/05/2019, 29/05/2019, 12/08/2019, 19/08/2019 and 22/10/2019	Email	Interim geophysical survey results sent to councils.
30/04/2019	Meeting – cultural heritage	Meeting held with BBC, CCC, and CBC to give an update on the programme and work to date, including the aerial photography and geophysical survey. There was discussion of the trenching strategy that led to an agreement that a percentage coverage was not a ubiquitous measure and that trenching could be intensified in areas if it was justified.
14/05/2019	Email	Interim geophysical survey results sent to councils. Links to georeferenced files also provided.

Date	Form of correspondence	Key topics discussed and key outcomes
21/05/2019	Meeting	Community Forum – update on the Scheme’s development.
31/05/2019	Letter	Statutory Consultation Launch Communications.
06/06/2019	Email	Cultural heritage: First draft of Phase 1 trenching layout sent to BBC, CBC, and CCC.
07/06/2019	Email	Email from CBC detailing some initial high-level comments on the trenching plan.
07/06/2019	Email	Agreement to CBC email from CCC.
10/06/2019	Meeting	Trenching strategy discussion and the principles of it.
14/06/2019	Email	Meeting minutes emailed to BBC, CBC, and CCC.
24/06/2019	Email	Cultural Heritage: Second draft of Phase 1 trench layout.
28/06/2019	Email	Cultural Heritage: Further comments received from CBC on Phase 1 trench layout.
22/07/2019	Email	Cultural Heritage: Requesting final comments on the Phase 1 trenching from councils.
22/07/2019	Email	Confirmation from HE to CBC that HE have not been doing any noise monitoring in Sandy.
24/07/2019	Email	Confirmation that CBC comments on the trenching stand – these override comments from CCC.
26/07/2019	Response to Statutory Consultation	CBC Public Consultation response.
06/08/2019	Email and File share	Final trenching plan sent to councils.
06/08/2019	Email	Cultural Heritage: Removal of trenches in an area no longer affected. Request from one landowner to remove trenches.
07/08/2019	Email	Cultural Heritage: CBC not content with removal of trenches at landowner request.
13/08.2019	Email	Update to inform CBC Officers that ground investigations and archaeological surveys will be carried out along the route of the Scheme.

Date	Form of correspondence	Key topics discussed and key outcomes
21/08/2019	Email	Cultural heritage: Request for updated brief. Confirmed that Phase 2 Geophysical Survey results will be targeted in Phase 2 of trenching.
21/08/2019	Email	Cultural heritage: Updated brief sent from CCC on behalf of all councils.
30/09/2019	Meeting	Community Forum – Western Area.
01/10/2019	Email	Email asking how many trenches could be signed off on each monitoring visit.
01/10/2019	Email	Response from CBC regarding trench sign-off and asking if there was a start date for the trenching works.
01/10/2019	Email	Response from BBC regarding trench sign-off.
01/10/2019	Email	Response to CBC and BBC that a start date for trenching was not yet available.
02/10/2019	Meeting	Highways and Planning Technical Working Group.
08/10/2019	Meeting	Strategic Road Users Technical Working Group.
08/10/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
17/10/2019	Meeting	An inaugural meeting was held with BBC, CCC, CBC, and SCDC as part of the formation of the Flood Risk/Water Management group. The meeting covered the terms of reference for the working group, the lessons that could be learnt from the A14 and each authorities' areas watercourses and responsibilities. Highways England also gave an overview of the different types of hydraulic modelling of water course crossings and overland runoff for the three main technical notes to be generated (River Ouse Crossing, Bedfordshire Area and Cambridgeshire Area). The Environment Agency and the Bedford Group of Drainage Boards were also in attendance.
22/10/2019	Email	Cultural heritage: Email from CCC asking about aerial photographic report and whether contractor on board for trenching.
22/10/2019	Email	Confirmation that the aerial photographic report is being reviewed internally and that there is no preferred contractor for trenching works at this stage.
22/10/2019	Email	Cultural heritage: Information on status of aerial photography report sent to councils. Responded to query about trenching contractor – TBC.

Date	Form of correspondence	Key topics discussed and key outcomes
24/10/2019	File transfer	Draft geophysical survey results sent.
24/10/2019	Email	Asked for X-Y plots and shapefiles of results.
24/10/2019	Email	Echoed request from CCC for geophysical shapefiles.
28/10/2019	Email	Cultural heritage: Update on charging for consultation time sent to councils.
05/11/2019	Email	Dropbox link for geophysical X-Y plots.
05/12/2019	Email	Cultural heritage: Copy of MOLA's WSI for the Phase 1 trenching (sent via file share to CCC).
09/12/2019	Meeting	Economic and Benefits Technical Working Group.
10/12/2019	Meeting	Strategic Road Users Technical Working Group.
11/12/2019	Meeting	Highways and Planning Technical Working Group.
13/12/2019	Email and file transfer	Cultural heritage: Phase 2 trenching plan sent to councils.
16/12/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
18/12/2019	Email	Cultural heritage: Requested copies of the trenching scope of works and the aerial photo report.
18/12/2019	Email	Cultural heritage: Response confirming AP report was not ready to be sent. Scope of works sent.
18/12/2019	Email	Cultural heritage: Screen shot of slight amendment to Phase 2 trenches.
20/12/2019	Email	Comments from CBC on the Phase 1 WSI from MOLA.
14/10/2019	Meeting	Economic and Benefits Technical Working Group.
13/12/2019	Email	Phase 2 trenching plan sent to councils.
18/12/2019	Email	Requested copies of the trenching scope of works and the aerial photo report.
18/12/2019	Email	Response confirming AP report was not ready to be sent. Scope of Works sent.
18/12/2019	Email	Screen shot of slight amendment to Phase 2 trenches.
20/12/2019	Email	Provided comments on the Phase 1 WSI.

Date	Form of correspondence	Key topics discussed and key outcomes
14/01/2020	Email	A428 Bedfordshire Watercourse Technical Note shared with CBC.
16/01/2020	Email	Request from CBC for historical flood event data for fluvial, pluvial, groundwater, sewer, snowmelt, reservoir and other artificial flood sources.
21/01/2020	Meeting	Economic and Benefits Technical Working Group.
22/01/2020	Email	Formal request from CBC to start drawing up the Planning Performance Agreement (PPA).
24/01/2020	Email	Updated Phase 1 WSI prepared by MOLA shared following comments by CBC, BBC and CCC.
24/01/2020	Email	Cultural heritage: Further comments on Phase 1 WSI from CBC.
24/01/2020	Email	Cultural heritage: Dates for induction.
24/01/2020	Email	Cultural heritage: Confirmation that comments on WSI will be addressed and asked for any other comments from CCC and BBC. Work will start on site on 28/01/2020.
28/01/2020	Email	Cultural Heritage: Email from HE Archaeologist regarding CSCS cards and inductions.
28/01/2020	Email	Cultural Heritage Warned that if they cannot monitor the evaluation then comments to PINS will reflect the fact that they cannot validate results, which they would like to avoid.
28/01/2020	Email	Cultural heritage: Emails regarding trench changes in F44 due to services.
28/01/2020	Email	Cultural heritage: Email confirming work had started and that contingency can be accommodated as required. Informed curators of need for minor changes to Phase 1 trenches for safety reasons. Reminder that comments on Phase 2 trench layout were needed.
28/01/2020	Email	Cultural heritage: Email from CCC asking if the aerial photograph layer was available to inform comments.
28/01/2020	Email	Cultural heritage: CBC trying to determine what aerial photographic information Aerial Photography information they have.

Date	Form of correspondence	Key topics discussed and key outcomes
29/01/2020	Email	Cultural heritage: Highways England confirmed Aerial Photography aerial photographic layer not yet available. Requested information from CBC.
29/01/2020	Email	Cultural heritage: Emails with CBC regarding Phase 2 trenching.
30/01/2020-31/01/2020	Email	Cultural heritage: Changes to F44 trenches. All agreed.
31/01/2020	Email	Request for planning data from CBC regarding strategic sites, transport related infrastructure schemes and certainty of development.
10/02/2020	Email	MOLA Report from week 2 of Phase 1 trial trenching shared with CBC.
13/02/2020	Email	Cultural heritage: Emails with CBC regarding photographs of trenches from site and access to MOLA GIS system.
31/03/2020	Email	Request to CBC for details of nearby developments to inform the EIA Cumulative Effects Assessment.
17/02/2020	Email	Cultural heritage: Desk-Based Assessment shared with BBC, CBC, and CCC.
18/02/2020	Email	Cultural heritage: Confirmed which fields CBC will monitor.
TBC	Email	Technical note detailing proposed mitigation for the archaeological excavation works in F44 shared with CBC.
10/02/2020	Email	Draft PPA shared with CBC.
17/02/2020	Email	Draft version of the Archaeological DBA shared with CBC.
24/02/2020	Email	MOLA Report from week 4 of Phase 1 trial trenching shared with CBC.
25/02/2020	Meeting	Economic and Benefits Technical Working Group.
02/03/2020	Email	Cultural heritage: Geophysical survey reports sent to BBC, CBC, and CCC for comment.
02/03/2020	Email	MOLA Report from week 5 of Phase 1 trial trenching shared with CBC.
03/03/2020	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
03/03/2020	Email	Cultural heritage: Emails resending geophysical information.

Date	Form of correspondence	Key topics discussed and key outcomes
05/03/2020	Meeting	Meeting held with BBC, CCC, and CBC during which the project team presented information on the Stage 3 Model, including the model network and area of detailed modelling. The traffic forecasting process was explained and presented to the local authorities as well as the Model Cordon Data.
06/03/2020	Email	Comments from CBC on the draft version of the Archaeological DBA.
06/03/2020	Email	Cultural heritage: Confirmation that no comments on Desk-Based Assessment DBA.
09/03/2020	Email	MOLA Report from week 6 of Phase 1 trial trenching shared with CBC.
11/03/2020	Email	MOLA Report from week 7 of Phase 1 trial trenching shared with CBC.
12/03/2020	Meeting	Further to the meeting on 17 October 2019 a second meeting was held with BBC, CCC, CBC, and SCDC for the Flood Risk/ Water Management Technical Working Group. Each local authorities' watercourse was reviewed and discussed and the terms of reference for the group were finalised and agreed. The Environment Agency and Bedford Group of Drainage Boards were also in attendance.
18/03/2020	Email	Link shared by CBC to assist HE with finding local and hard to reach groups.
23/03/2020	Email	MOLA Report from week 8 of Phase 1 trial trenching shared with CBC.
24/03/2020	Email	Correspondence to CBC that fieldwork will be temporarily stopped as a result of lockdown measures; and a request for remote sign-off for backfilling currently open trenches.
30/03/2020	Email	MOLA Report from week 9 of Phase 1 trial trenching shared with CBC.
02/04/2020	Email	MOLA Report from week 10 of Phase 1 trial trenching shared with CBC.
02/04/2020	Email	List of remaining Phase 1 trial trenches shared with CBC.
03/04/2020	Email	Comments from CBC on the geophysical survey report.
03/04/2020	Email	Cultural heritage: Comments on geophysical survey report.

Date	Form of correspondence	Key topics discussed and key outcomes
08/04/2020	Email	Request for updated housing data from CBC required to complete uncertainty log.
09/04/2020	Email	Cultural heritage: Phase 2 trench layout query.
14/04/2020	Meeting	Cultural heritage: An archaeological consultation meeting was held which included discussion on SOCGs and how COVID-19 might impact archaeological investigation. An update was also provided on Phase 1 fieldwork and the archaeological potential and land access of various fields were discussed. Historic England were also in attendance.
16/04/2020	Email	MOLA Report from week 11 of Phase 1 trial trenching shared with CBC.
20/04/2020	Email	MOLA Report from week 12 of Phase 1 trial trenching shared with CBC.
22/04/2020	Email	Confirmation from Historic England shared with CBC, confirming that F44 is not being considered to be designated as a scheduled ancient monument.
23/04/2020	Email and file share	Cultural heritage: WSI for Phase 2 trenching sent to councils.
24/04/2020	Email	Confirmation from CBC that clearance of archaeological excavations will require a temporary compound where a necessary planning permission would be required.
27/04/2020	Email	Cultural heritage: Sent revised Phase 2 WSI to BBC and CBC.
27/04/2020	Email	Cultural heritage: Comments on Phase 2 WSI from CBC.
28/04/2020	Email	Comments on v3 of the Phase 2 trenching WSI.
28/04/2020	Email	Response from HE Archaeologist Highways England to CBC comments on Phase 2 WSI.
28/04/2020	Email	Requested final Phase 1 WSI.
30/04/2020	Email	Planner for May archaeological information shared.
30/04/2020	Email	Final Phase 1 WSI sent to CBC.
30/04/2020	Email	Noted that Figure 5 in the Phase 1 WSI was wrong. Asked for an amended version at some stage (not urgent).

Date	Form of correspondence	Key topics discussed and key outcomes
30/04/2020	Email	Email from HE Archaeologist with programme for when reviews needed from curators. Responses from all authorities with some confusion.
01/05/2020	Email	MOLA Report from week 1 of Phase 2 trial trenching shared with CBC.
04/05/2020	Meeting	Meeting with CBC in which the project team explained the ecological approach to F44, an area on the approach to Alington Hill. This area is of archaeological interest for the Scheme so the local authority was interested in how ecological mitigations would be made within the archaeological excavation.
06/05/2020	Email	MOLA Report from week 2 of Phase 2 trial trenching shared with CBC.
07/05/2020	Email	Cultural heritage: Phase 3 geophysics and Phase 3 trench plan sent to councils.
11/05/2020	Email	EWP1 Major Developments work package issued to CBC.
11/05/2020	Email	Proposed environmental work packages for CBC shared by HE.
13/05/2020	Email	MOLA Report from week 3 of Phase 2 trial trenching shared with CBC.
13/05/2020	Email	Cultural heritage: Comments from CBC on the addendum to the geophysical survey report and the proposals for the Phase 3 trench locations.
14/05/2020	Email	Cultural heritage: HE response to comments on Phase 3 trench layout.
15/05/2020	Email	MOLA Report from week 3 of Phase 1 trial trenching shared with CBC.
15/05/2020	Email	Cultural heritage: Information on trench numbers requiring changes in F34.
18/05/2020	Email	MOLA Phase 1 Trenching Report shared with CBC.
19/05/2020	Meeting	This meeting was a Local Model Validation Report (LMVR) and modelling workshop with CCC and CBC during which the project team ran through an overview of the Stage 3 Model, including an overview of the base year model calibration and validation performance.

Date	Form of correspondence	Key topics discussed and key outcomes
19/05/2020	Email	Cultural heritage: Copy of Phase 1 trenching report to BBC, CBC, and CCC.
19/05/2020	Email	Cultural heritage: Response regarding F34 trenches.
20/05/2020	Email	Cultural heritage: Request for Phase 1 trench report figures.
20/05/2020	Email	Latest programme for the work packages and Local Authority engagement shared with CBC.
21/05/2020	Teams Meeting	Cultural Heritage Meeting with BBC, CCC, and CBC during which MOLA gave a presentation on the results of the Phase 1 trenching. Attendees were informed that it was possible that not all trenching results would be available with the submission of the DCO and could be submitted as an addendum.
21/05/2020	Email	Cultural heritage: Slides from presentation sent to Historic England, BBC, CBC, and CCC
21/05/2020	Email	Information from CBC regarding NMP data.
22/05/2020	Email	MOLA Report from week 4 of Phase 2 trial trenching shared with CBC.
29/05/2020	Teams Meeting	Cultural heritage: Following the meeting on the 4 May 2020, an additional cultural heritage meeting was held with CBC to clarify the approach to ecological mitigation with the local authority. The proposed layout of the scope of works was described. Ecological constraints were discussed, along with the archive and publication. The local authority was satisfied with the ecological and archaeological approached set out by the project team.
01/06/2020	Email	MOLA Report from week 5 of Phase 2 trial trenching shared with CBC.
03/06/2020	Email	Cultural heritage: Comments from CBC on Phase 1 trenching report.
10/06/2020	Email	Latest draft of draft PPA with CBC shared.
10/06/2020	Email	MOLA Report from week 7 of Phase 2 trial trenching shared with CBC.
17/06/2020	Email	Comments on draft scope of works for F44 shared by CBC.
18/06/2020	Email	MOLA Report from week 8 of Phase 2 trial trenching shared with CBC.

Date	Form of correspondence	Key topics discussed and key outcomes
18/06/2020	Email	Amended draft of draft PPA with CBC shared.
23/06/2020	Email and file share	Cultural heritage: Phase 3 WSI prepared by MOLA sent to BBC, CBC, and CCC.
24/06/2020	Letter	Supplementary Consultation Launch Communications.
24/06/2020	Email	MOLA Report from week 9 of Phase 2 trial trenching shared with CBC.
24/06/2020	Email	Link for online consultation sent to BBC, CBC, and CCC.
25/06/2020	Teams Meeting	A cultural heritage meeting was held with BBC, CCC, and CBC to discuss five sites (F9, F34, F44, F59 and F97) that would be targeted early for advanced construction activity including compounds, statutory diversions and borrow pits. Concerns over furrows were raised by attendees and further specialist research was undertaken as a result. Historic England were also in attendance Highways England.
25/06/2020	Email	Notes from Phase 1 presentation issued.
01/07/2020	Email	Cultural heritage: Comments on Phase 3 WSI received from CBC. Plan of F45 trenches also shared.
02/07/2020	Email	Screenshot of trenching plan in F45 shared.
02/07/2020	Email	Asked if trench plan for F45 would be in updated WSI and if a scale plan be sent in due course.
02/07/2020	Email	Latest version of draft PPA with CBC shared.
09/07/2020	Email	Draft trenching layout shared with CBC.
16/07/2020	Email	CBC asked if extracts from Phase 1 eval report reflected the updated report following their comments.
16/07/2020	Email	Highways England confirmed that the Phase 1 eval report did not reflect comments – some still awaited.
17/07/2020	Email	MOLA Report from week 12 of Phase 2 trial trenching shared with CBC.
21/07/2020	Meeting	A meeting was held with BBC, CCC, and CBC to present the methodology adopted for the traffic forecasting and the results of the future forecasts to the local authorities.
23/07/2020	Email	Local Authority Work Package programme update for July 2020.
24/07/2020	Email	Photos of trenches in F45 shared with CBC.

Date	Form of correspondence	Key topics discussed and key outcomes
24/07/2020	Email	MOLA Report from week 13 of Phase 2 trial trenching shared with CBC.
28/07/2020	Meeting	A meeting was held with CBC to present a summary of the assessment of the wider traffic impacts and junction capacity modelling to be contained in the Transport Assessment (TA).
28/07/2020	Response to Supplementary Consultation	CBC response to Supplementary Consultation.
28/07/2020	Meeting	Cultural heritage meeting including discussion of: <ul style="list-style-type: none"> • Scheme and programme update. • Update provided on engagement of stakeholders, including previous meeting with BBC conservation and archaeology officers, and with Historic England. • Update on progress with archaeological trial trenching. • Discussion of advanced works. • Brook Cottages and listed milestones discussed.
29/07/2020	Email	MOLA Report from week 14 of Phase 3 trial trenching shared with CBC.
30/07/2020	Meeting	Local Economy Legacy Working Group.
30/07/2020	Email	CBCEWP7 Archaeology WSI+ATT work package issued to CBC County Archaeologist.
30/07/2020	Email	Work package “CCCHWP15 LTN 1/20” issued to CBC for info only.
04/08/2020	Email	Work package on Order Plans & Schedules issued to CBC.
12/08/2020	Email	MOLA Report from week 16 of Phase 3 trial trenching shared with CBC.
17/08/2020	Email	Cultural heritage: Meeting notes for 25 June meeting sent to Historic England, BBC, CBC, and CCC.
19/08/2020	Email	MOLA Report from week 17 of Phase 3 trial trenching shared with CBC.
21/08/2020	Email	Cultural heritage: Received comment on meeting notes from 25 June from CBC.

Date	Form of correspondence	Key topics discussed and key outcomes
25/08/2020	Meeting	Highways England cultural heritage meeting was held regarding gas diversion in F34 and advance archaeological works. It was recognised that the plan would not impact on the archaeological deposits within F34, but it was agreed it would be preferable to undertake the excavation in advance of work.
25/08/2020	Email from CCC to Highways England, BBC and CBC	<p>Email explaining following receipt of the notes made in the meeting held on 25 June, the council does not recall the need to provide a revised brief. The council explains they have not received firm plans for F59 and therefore cannot specify an area in a brief.</p> <p>The council explained they are obliged to respond to the consultation plan but advise no such division of Wintringham Park Site, 3 as proposed for the A428, should occur.</p>
27/08/2020	Email	MOLA Report from week 18 of Phase 3 trial trenching shared with CBC.
02/09/2020	Email	MOLA Report from week 19 of Phase 3 trial trenching shared with CBC.
07/09/2020	E-Mail	Cultural heritage: Minutes from meeting regarding gas diversion in F34 and advance archaeological works
09/09/2020	Meeting	Meeting with CCC, CBC, and HDC to provide an update on the Scheme, Landscape and Visual Impact Assessment (LVIA), landscape design approach and next steps.
09/09/2020	Email	Invite from Highways England's Archaeologist Highways England to consultees to invite them to a meeting to discuss the rationale and strategy for mitigation on the A428, to include for discussion on the strategies for the 39 sites have identified during the evaluations.
10/09/2020	Email	MOLA Report from week 20 of Phase 3 trial trenching shared with CBC.
10/09/2020	Email from Highways England to CBC	Email attaching notes with key points on the Archaeological Mitigation in Field 34. The council explained they are reading the draft specification for archaeology and the phase 2 evaluation report from MOLA.
16/09/2020	Email	MOLA Report from week 21 of Phase 3 trial trenching shared with CBC.
18/09/2020	Meeting	Cultural heritage: Archaeological meeting with BBC, CCC, and CBC to present the results of the Phase 2 trenching evaluation. The presentation was by MOLA.

Date	Form of correspondence	Key topics discussed and key outcomes
22/09/2020	Email and file share	Cultural heritage: Slides of Phase 2 trenching presentation were shared.
22/09/2020	Email from Highways England to CCC, CBC and BBC	Email attaching the Phase 1 and Phase 2 Archaeology Presentation.
23/09/2020	Email	Cultural heritage: Email sending current draft of the archaeological strategy document prepared by HE in advance of the meeting on 24-09-2020.
23/09/2020	Email	CBC confirmed receipt of the archaeological mitigation table and strategy document and will aim to review.
24/09/2020	Meeting	Cultural heritage: An archaeological meeting was held with BBC and CBC to discuss the archaeological mitigation strategy [TR010044/APP/6.12] with local authority officers. Presentations on the archaeological approach, the rationale and strategy, and the form of the strategy for the Environmental Statement.
25/09/2020	Email	Email from HE requesting file share for the PowerPoint of the meeting held on 24/09/2020. Second email regarding the drawings. Requested examples from the A14 scheme.
25/09/2020	Email and file share	PowerPoint from meeting on 24/09/2020 shared with the councils.
30/09/2020	Email	Water Courses work package issued to CBC Biodiversity/Drainage teams.
30/09/2020	Meeting	Cultural heritage: Minutes of the Phase 2 trenching presentation were shared.
30/09/2020	Meeting	Cultural heritage: Email from Highways England to CCC, BBC and CBC with attached minutes of the meeting on the Rational, Strategy and Mitigation were shared.
30/09/2020	Email	Email from Highways England to CCC, BBC and CBC attaching the minutes of the Phase 2 trenching presentation
30/09/2020	Email	Email from Highways England's Archaeologist Highways England with dates of the review programme for the evaluation reports.
30/09/2020	Email	Email from Highways England's Archaeologist Highways England on inputs required on the mitigation strategy.

Date	Form of correspondence	Key topics discussed and key outcomes
30/09/2020	Email	Email from Highways England to CCC, BBC and CBC providing a series of milestones for the delivery and review of the archaeological evaluation reports by MOLA and agreement made Friday 16 th for the next presentation.
02/10/2020	Email	Geophysical Survey Report for Phases 1 and 2 shared with CBC.
02/10/2020	File transfer	Cultural heritage: Updated Phase 1 and 2 trenching reports, plus draft mitigation area figures.
13/10/2020	Email	Highways England's Archaeologist Highways England's copies of mitigation area plans in CBC.
14/10/2020	Email	Comments on v4 of Phase 1 report.
15/10/2020	Email	Email from CCC to Highways England, BBC and CBC explaining the Phase 1 and 2 report, alongside the AECOM proposed mitigation areas have been reviewed. CCC have not had time to review the areas alongside levels of engagement. The council consider the proposal is inconsistent or unworkable. Mitigation area review document may need to be sent to MFT service as this document is too large.
15/10/2020	Email	Emails regarding photographic requirements in Bedfordshire.
15/10/2020	Email	Request for suggested peer review of medieval text in CBC.
16/10/2020	Email	CBC suggested a person for the medieval peer review.
16-10-2020	Meeting	An archaeological meeting was held with BBC, CCC, and CBC present the Phase 3 trenching results. This was the result of all the trenching proposed. The presentation was by MoLA.
18/10/2020	Email	Email from BBC to Highways England, CCC and CBC outlining key issues with the Phase 1 report, this includes Section 6.3, Section 6.4 and Appendix 4, Table 4.1. The council complained about the length of the document and reported the documents kept crashing on their system. The council raised cross referencing is a time consuming process. The council explained they are part way through reviewing the Phase 2 report.
19/10/2020	Email	Cultural heritage: Information on time required to review medieval paper.
20/10/2020	Email	Highways England's Archaeologist Highways England email indicating a lesson's learnt exercise on the trenching will be needed.

Date	Form of correspondence	Key topics discussed and key outcomes
21/10/2020	Email	Project management work package “MWP1” issued to CBC for review.
27/10/2020	File transfer	Cultural heritage: Draft Phase 3 report sent to BBC, CBC, and CCC.
28/10/2020	Email	Comments on Mitigation Strategy and Rationale.
29/10/2020	Meeting	<p>Cultural heritage: An archaeological meeting with BBC, CCC, and CBC was called by Highways England to review the mitigation rationale document and discuss the archaeological mitigation strategy [TR010044/APP/6.12]. The meeting covered the following:</p> <ul style="list-style-type: none"> • Documents to be included in the DCO. • Discussion on the Rationale and Strategy. • Mitigation strategy for individual sites.
03/11/2020	Email	Carbon work package “CBCEWP14” issued to CBC for review.
05/11/2020	Email	Cultural heritage: Response to curator comments on the Archaeological Mitigation Strategy.
09/11/2020	Email	Invite from Highways England’s Archaeologist Highways England for lessons learnt session.
09/11/2020	Email	Cultural heritage: Comments on Phase 3 trenching report (shared via BOX and resent as a pdf)
10/11/2020	Meeting	A meeting was held with ecologists from BBC and CBC to discuss work package EWP2a.
12/11/2020	Email	Work package “EWP2b” (landscaping) issued to CBC for review.
12/11/2020	Meeting	A meeting was held with BBC, CCC, CBC, SCDC, and HDC to provide a briefing on the draft Development Consent Order to highlight the key articles and provide an overview of the requirements. An overview of the structure of the Environmental Management Plan and explanation of the role of local authorities in the post submission process (covering Adequacy of Consultation responses and Local Impact Reports) was also provided.
17/11/2020	Email	Responses to CBC points, and requests for clarification on the A428 Rationale and Strategy by HE.

Date	Form of correspondence	Key topics discussed and key outcomes
17/11/2020	Email	CBC advised no issue with the response to CBC comments on the Rational and Strategy.
20/11/2020	Email	Email to check that CBC had the A428 Phase 1 issue 4 and Phase 2 issue 3 final reports. The revised Phase 3 report will be sent.
20/11/2020	Email	Confirmation that CBC had received the Phase 1 (issue 4) and Phase 2 (issue 3) final reports.
20/11/2020	We Transfer and CCC file share	Cultural heritage: Revised Phase 3 report sent to Historic England, BBC, CBC, and CCC.
25/11/2020	Meeting	Lessons learnt session for the A428 Evaluation reporting process.
25/11/2020	Email	Email to CBC stating that we had thought that it was agreed that the Phase 1 report could be submitted as is and then amendments made for the HER submission of the report. Asked CBC to confirm if amendments were required.
25/11/2020	Email	CBC had missed that the Phase 1 amendments would not be included in the DCO submission. Asked for confirmation that issue 4 of the report would go into the EIA.
30/11/2020	Email	Notified CBC that HE had addressed CBC and BBC comments, but that no comments were received from CCC. Asked if CBC wanted to see the revised document.
30/11/2020	Email	Confirmed that CBC would like to review the revised rationale and strategy by HE.
04/12/2020	Meeting	Cultural heritage: discussion on SoCG, archives and other matters relating to mitigation.
04/12/2020	Email	Draft SoCG info sent to CBC following the meeting.
04/12/2020	Email	Email from HE with notes and actions from lessons learnt session.
21/01/2021	File share	Final version of Phase 1 trenching report issued to councils.
31/01/2021 (TBC)	Email	Planning data requested from CBC, including public transport schemes.

Date	Form of correspondence	Key topics discussed and key outcomes
03/02/2021	Briefing	Officers from BBC, CCC, and CBC were briefed on a Scheme walk through which included mainline alignment design and reason for changes, junction locations and designs, key structures, public rights of way proposals, borrow pits and key constraints and design considerations. The structure of the DCO application and the key documents within it were also covered. A recap was provided on the role of local authorities in the post submission period, as well as an update on the draft legal agreements.
05/02/2021	Meeting	In this meeting with BBC, CCC, and CBC, the results of the sensitivity tests for the update of the Uncertainty Log were presented to the local authorities. This is reported in application document [TR010044/APP/7.9] - Sensitivity Test Utilising 2020 Uncertainty Log Data.
21/04/2021	Email	Email from Highways England to CBC providing a link to the confidential ecological appendices
25/05/2021	Meeting	Biodiversity update meeting including introduction to the SoCG and biodiversity impacts, effects and mitigation.
26/05/2021	Meeting	Cultural heritage update meeting including introduction to the SoCG and cultural heritage impacts, effects and mitigation.
10/06/2021	Meeting	Air quality and noise and vibration update meeting including introduction to the SoCG and air quality and noise and vibration impacts, effects and mitigation.
22/06/2021	Meeting	Meeting to discuss the cultural heritage elements of the SOCG.
23/06/2021	Meeting	Meeting to discuss the biodiversity elements of the SOCG and update the team on the landscape and visual effects assessment.
23/06/2021	Email	Email from CBC querying why borrow pits are not being discussed as part of the Material Assets and Waste Update presentation
25/06/2021	Email	Email from Highways England to BBC, CBC and CCC detailing a borrow pit technical note is being prepared and once issued Highways England will set up a specific meeting to discuss borrow pits.
01/07/2021	Meeting	Joint meeting with BBC, CBC and CCC on material assets and waste covering roles in Examination, navigating the ES, the SOCG and material assets and waste impacts, effects and mitigation.

Date	Form of correspondence	Key topics discussed and key outcomes
01/07/2021	Meeting	Joint meeting with BBC and CBC about construction impacts on traffic.
02/07/2021	Meeting	Local Technical Review Group meeting - discussion on strategic and local models.
05/07/2021, 08/07/2021 and 27/07/2021	Email	Email from Highways England to CBC requesting the names of specialist team members from CBC geology and soils, road drainage and water environment, climate and population and human health with a view to organising future SOCG meetings. No response received.
05/07/2021 and 27/07/2021	Email	Email from Highways England to CBC landscape team requesting availability for a future meeting. No response received.
23/06/2020	Email	WSI for Phase 3 prepared by MOLA shared.
TBC	Email	Comments on Geophysical Survey Report for Phases 1 and 2 and proposals for Phase 3 Trench locations from CBC.
TBC	Email	Draft scope of works for excavation in Field 44 shared with CBC.
TBC	Email	Photos taken of trenches in F39 shared with Central Bedfordshire Council.
TBC	Email	Phase 1 archaeological trenching results shared with CBC.
TBC	Email	Updates to the work package programme as of April 2020 shared by HE.
TBC	Email	Draft PPA with CBC shared by HE.
TBC	Email	Programme for work packages and Local Authority engagement for June 2020 shared by HE.
TBC	Email	Programme for work packages and Local Authority engagement for July 2020 shared by HE.
TBC	Email	Comments from CBC on the Phase 3 WSI from MOLA.
XX/06/2021	Letter from CBC to Highways England (via the Planning Inspectorate)	Letter from CBC to Highways England detailing their Relevant Representation.

Date	Form of correspondence	Key topics discussed and key outcomes
22/07/2021	Meeting	Meeting to discuss the air quality and noise and vibration elements of the SOCG.

- 2.1.2 It is agreed that this is an accurate record of the key engagement and consultation undertaken between (1) Highways England and (2) CBC in relation to the issues addressed in this SoCG.
- 2.1.3 The issues and matters highlighted in Section 3 of this SoCG summarise the key issues that have been identified in relation to a number of key areas of the DCO application.

3 Issues Raised

Table 3-1 – DCO and Legal Matters

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Draft DCO Definitions	Draft Development Consent Order [APP-025]	The draft DCO (dDCO) definitions are appropriate for the Scheme.		The discussions on the definitions are ongoing.	
Draft DCO Articles/powers sought	Draft Development Consent Order [APP-025]	The articles and schedules in the dDCO contain those powers required by Highways England to deliver the Scheme. The powers sought are appropriate for the Scheme.		The discussions on the articles/powers are ongoing.	
Draft DCO Requirements	Draft Development Consent Order [APP-025]	<p>The requirements set out in Part 1 of Schedule 2 of the dDCO are appropriate and provide a suitable framework for securing the necessary and relevant environmental mitigation measures and other environmental control measures.</p> <p>The procedures for discharge requirements as set out in Part 2 of Schedule 2 of the dDCO are appropriate and satisfactorily involve Central Bedfordshire Council (CBC).</p>		The discussions on the requirements are ongoing.	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Draft DCO Protective Provisions	Draft Development Consent Order [APP-025]	The protective provisions, as set out in Part 3 of Schedule 9 of the dDCO, that are relevant to CBC relate to its role as the Lead Local Flood Authority (LLFA). The protective provisions are appropriate for the protection of ordinary watercourses.		The discussions on the protective provisions are ongoing.	
Draft DCO Associated consents / licenses / permits	Draft Development Consent Order [APP-025] Consents and Agreements Position Statement [APP-029]	The Consents and Agreements Position Statement identifies the consents, licences or permits that Highways England will need to obtain outside of the dDCO in order to deliver the Scheme. This document contemplates the disapplication of specific legislation on the basis that those powers are contained within the dDCO. This approach is appropriate for the Scheme.		The disapplication is subject to the consent of CBC as LLFA and those discussions are ongoing.	
Legal agreement with CBC		The legal agreement provides a mechanism for handing over the local roads constructed as part of the Scheme that are to be maintained by CBC as local highway authority. The measures contained in this agreement are appropriate for the Scheme.		The discussions on the legal agreement are ongoing.	

Table 3-2 – Compulsory Acquisition and Property Matters

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Compulsory Acquisition and Temporary Possession	The Statement of Reasons (SoR) [APP-030] Book of Reference [APP-032]	In order to deliver the Scheme, should the Development Consent Order be made, it would be necessary to temporarily possess and/or acquire land and/or rights owned by Central Bedfordshire Council. Land Plots in which CBC has an interest, that would be subject to the compulsory acquisition (CA) of land and/or rights are identified in the Book of Reference [APP-032] and Schedule 2 of the Statement of Reasons (SoR) [APP-030]. The extent of the land take identified is required for the Scheme or is required to facilitate or is incidental to the Scheme. The Applicant is happy to continue discussions to acquire the land and rights affected through negotiation, outside the CA process.		Under discussion	

Table 3-3 – Transport Matters

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Base Year Traffic Model - Data	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Base Year model is underpinned by good quality data that provides a sound basis for model calibration and validation.	Central Bedfordshire Council are content with the traffic model that has been developed for the purposes of assessment of the Scheme.	Agreed	Local Technical Review Group meeting on 26 May 2021
Base Year Traffic Model – Fit for Purpose	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Base Year has been developed in accordance with DfT TAG procedures and meets the required TAG standards for validation. It gives a reliable representation of base year conditions within the study area. It therefore provides a sound foundation for the development of future traffic flows for assessment of the Scheme.	Central Bedfordshire Council are content with the traffic model that has been developed for the purposes of assessment of the Scheme.	Agreed	Local Technical Review Group meeting on 26 May 2021
Future Year Traffic Models – Fit for purpose	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The future year models fully comply with DfT TAG methods. They provide a reliable forecast of future traffic flows and the impact of the Scheme as reported in the Transport Assessment and Transport Assessment Annex.	Central Bedfordshire Council are content with the traffic model that has been developed for the purposes of assessment of the Scheme.	Agreed	Local Technical Review Group meeting on 26 May 2021

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Future Year Traffic Model - Sensitivity Test	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The sensitivity test carried out using the updated 2020 Uncertainty Log does not result in any significant differences in forecasts flows when compared to the results using the 2018 Uncertainty Log data. This demonstrates that the assessments for the Scheme using the 2018 Uncertainty Log data as submitted are robust and it is appropriate for the Scheme to continue to rely on the 2018 UL Data forecasts.	Central Bedfordshire Council are content with the traffic model that has been developed for the purposes of assessment of the Scheme.	Agreed	Local Technical Review Group meeting on 26 May 2021
Transport Assessment Methodology	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Transport Assessment methodology adopted follows best practice and provides a reasonable indication of the outcomes arising from the Scheme.		Under discussion	
Transport Assessment Data collection methods	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	Sufficient data has been collected in order to inform the Transport Assessment and the Transport Assessment Annex in relation to the Scheme.		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Transport Assessment Baseline Data	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	Where applicable, the Base Year junctions models are underpinned by good quality data that provides a sound basis for model calibration and validation. (Where Baseline Data is not utilised the assessment is based on outputs from the strategic model)		Under discussion	
Transport Assessment Approach to modelling	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Transport Assessment approach to modelling follows best practice and provides a reasonable indication of the outcomes arising from the Scheme.		Under discussion	
Transport Assessment Assumptions	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The assumptions adopted within the Transport Assessment follows best practice and provides a reasonable indication of the impacts arising from the Scheme.		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Transport Assessment Presentation of results	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Transport Assessment results presented are a fair reflection of the results obtained from the modelling undertaken.		Under discussion	
Transport Assessment Quantification of impacts	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The quantification of impacts presented within the Transport Assessment is a reliable indication of the impacts arising from the Scheme.		Under discussion	
Transport Assessment Construction impacts general	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Transport Assessment methodology adopted with regard to impacts predicted to arise during the construction phases provides a reasonable indication of the impacts arising from the Scheme.		Under discussion	
Transport Assessment Construction impacts approach to modelling	Transport Assessment Report – Part 1 [APP-241]	The modelling presented Transport Assessment with regard to impacts during the construction phases provides a reasonable indication of the impacts predicted to arise from the Scheme.		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	Transport Assessment – Part 2 [APP-242]				
Transport Assessment Junction Operational Assessments at: Black Cat Caxton Gibbet	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The operational assessment modelling presented within Transport Assessment with regard to new or modified junctions provides a reasonable indication of the predicted operation of individual junctions.		Under discussion	
Transport Assessment Wider impacts Quantification of impacts: A428 Wyboston Roundabout A428 Barford Road Roundabout	Transport Assessment Annex [APP-243]	The quantification of impacts presented within the Transport Assessment Annex is a reliable indication of the impacts arising from the Scheme.		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Transport Assessment Wider impacts: A428 Wyboston Roundabout A428 Barford Road Roundabout	Transport Assessment Annex [APP-243]	The operational assessment modelling presented within the Transport Assessment Annex with regard to existing junctions provides a reasonable comparison of the predicted operation of individual junctions without and with the Scheme.		Under discussion	

Table 3-4 – Environment Matters

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
<p>General Description of the Scheme</p>	<p>Chapter 2, The Scheme [APP-071]</p>	<p>An Environmental Impact Assessment (EIA) has been undertaken to identify the likely significant effects of the Scheme on the environment.</p> <p>The western part of the Scheme is located within CBC. A description of the Scheme and its location are reported in Chapter 2, The Scheme of the Environmental Statement (ES) [APP-071].</p> <p>This is considered an appropriate description of the Scheme.</p>	<p>CBC is content that the Scheme is adequately described in the ES.</p>	<p>Under discussion</p>	
<p>General Legislation and policy</p>	<p>Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077]</p>	<p>Highways England considers that the ES has identified and appropriately considered all applicable legislation and policy pertaining to the following assessments undertaken as part of the EIA of the Scheme:</p> <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. 	<p>CBC is content that these assessments have considered all relevant legislation and policy that was in place at the time of undertaking and reporting the assessments.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Agreed for air quality and noise and vibration.</p>	<p>Partially agreed</p>	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079] Chapter 11, Noise and vibration [APP-080] Chapter 12, Population and human health [APP-081] Chapter 13, Road drainage and the water environment [APP-082] Chapter 14, Climate [APP-083] Chapter 15, Assessment of cumulative effects [APP-084]	<ul style="list-style-type: none"> Noise and vibration. Population and human health. Road drainage and the water environment. Climate. Assessment of cumulative effects. 			
General Study area definition and extents	Chapter 5, Air quality [APP-074]	The study areas adopted by Highways England within the following assessments are	CBC is content that the geographical extents of the adopted study areas cover the area over which direct and	Partially agreed	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	<p>Chapter 6, Cultural heritage [APP-075]</p> <p>Chapter 7, Landscape and visual effects [APP-076]</p> <p>Chapter 8, Biodiversity [APP-077]</p> <p>Chapter 9, Geology and soils [APP-078]</p> <p>Chapter 10, Material assets and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p>	<p>considered to reflect current best practice and standards:</p> <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>Highways England considers that the geographical extents of the adopted study areas are appropriate to identify the likely direct and indirect effects of the Scheme on sensitive features and receptors.</p>	<p>indirect effects of the Scheme are likely to occur.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Agreed for air quality and noise and vibration.</p>		

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	Chapter 14, Climate [APP-083] Chapter 15, Assessment of cumulative effects [APP-084]				
General Application of expert / professional judgements	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077] Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079] Chapter 11, Noise and vibration [APP-080]	The identification of likely significant effects on sensitive features and receptors has been informed by professional judgement and the views of relevant technical specialists, where necessary. Highways England considers the application of professional judgement by its specialists within the following assessments to be appropriate and robust: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. 	CBC is content with how Highways England has applied professional judgement in the assessments of effects on sensitive features and receptors undertaken and reported. <u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u> Agreed for noise and vibration. For air quality, agreed for outside of Sandy, but not agreed for Sandy.	Partially agreed.	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	<p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of cumulative effects [APP-084]</p>	<ul style="list-style-type: none"> • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. 			
<p>General</p> <p>Assessment assumptions and limitations</p>	<p>Chapter 5, Air quality [APP-074]</p> <p>Chapter 6, Cultural heritage [APP-075]</p> <p>Chapter 7, Landscape and visual effects [APP-076]</p> <p>Chapter 8, Biodiversity [APP-077]</p>	<p>The following assessments record the assumptions applied and the approaches taken by Highways England to reduce any uncertainty resulting from any limitations encountered:</p> <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. 	<p>CBC is content that the assumptions recorded within these assessments are reasonable and accepts that the limitations encountered do not impact upon the validity of the reported findings.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Agreed for air quality and noise and vibration.</p>	<p>Partially agreed</p>	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	<p>Chapter 9, Geology and soils [APP-078]</p> <p>Chapter 10, Material assets and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of cumulative effects [APP-084]</p>	<ul style="list-style-type: none"> • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>Highways England considers the assumptions adopted in these assessments to be reasonable and appropriate.</p>			
<p>General</p> <p>Worst-case scenario: limits of deviation</p>	<p>Works Plans [APP-009] [APP-010]</p>	<p>The following assessments have taken into account the lateral limits of deviation forming part of the Scheme design, as defined on the Works Plans [APP-009] [APP-010], and the</p>	<p>CBC is content that these assessments have appropriately considered the worst-case scenario in relation to the potential for the Scheme design and/or its</p>	<p>Partially agreed</p>	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	<p>Engineering Sections [APP-017 to APP 022]</p> <p>Chapter 5, Air quality [APP-074]</p> <p>Chapter 6, Cultural heritage [APP-075]</p> <p>Chapter 7, Landscape and visual effects [APP-076]</p> <p>Chapter 8, Biodiversity [APP-077]</p> <p>Chapter 9, Geology and soils [APP-078]</p> <p>Chapter 10, Material assets and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p>	<p>vertical limits of deviation defined on the Engineering Sections [APP-017 to APP 022]:</p> <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material Assets and Waste. • Noise and Vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>Highways England considers that the maximum extents of possible deviation accounted for in these assessments represent the realistic worst-case assessment scenario.</p>	<p>construction to deviate within the lateral and vertical extents defined on the Works Plans and Engineering Sections.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Agreed for air quality and noise and vibration (for Black Cat end of Scheme).</p>		

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	Chapter 13, Road drainage and the water environment [APP-082] Chapter 14, Climate [APP-083] Chapter 15, Assessment of cumulative effects [APP-084]				
General Presentation of results	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077] Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets	The following application documents present the approaches to, and outcomes of, assessments undertaken to identify the likely significant effects of the construction, operational and (where relevant) the maintenance phases of the Scheme: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material Assets and Waste. • Noise and Vibration. • Population and human health. 	CBC is content with the formats and styles adopted by Highways England in presenting the details of the assessments undertaken. <u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u> Agreed for air quality and noise and vibration.	Partially agreed	

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	<p>and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of cumulative effects [APP-084]</p>	<ul style="list-style-type: none"> Road drainage and the water environment. Climate. Assessment of cumulative effects. <p>Highways England considers that the format and methods used to present the assessments undertaken are clear and unambiguous.</p>			
<p>General</p> <p>Route / junction design selection</p>	<p>Chapter 2, The Scheme [APP-071]</p> <p>Chapter 3, Assessment of Alternatives [APP-072]</p>	<p>Highways England has undertaken thorough and comprehensive route studies, junction appraisals and optioneering studies during the design-development of the Scheme, in pursuit of establishing its preferred design solution, as described in Chapter 2, The Scheme [APP-071] and Chapter 3, Assessment of</p>	<p>CBC is content that the studies, optioneering exercises and appraisals undertaken by Highways England are appropriate from a design perspective.</p>	<p>Under discussion</p>	

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		<p>Alternatives [APP-072] of the Environmental Statement.</p> <p>In considering, evaluating and balancing constrains and opportunities, Highways England considers that the preliminary design of the new dual carriageway represents the optimum solution to meet the Scheme objectives.</p>			
<p>General Approach to modelling</p>	<p>Chapter 5, Air quality [APP-074] Chapter 11, Noise and vibration [APP-080] Chapter 13, Road drainage and the water environment [APP-082]</p>	<p>Modelling of existing and future conditions and changes, and the effects and risks of the Scheme, has been undertaken as part of the Air quality, Noise and vibration and Road drainage and the water environment assessment.</p> <p>Highways England considers that the approaches to modelling are appropriate.</p>	<p>CBC is content with the approaches applied to modelling existing and future conditions and changes, and the effects and risks of the Scheme, and that the parameters included / considered in the modelling are appropriate.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Agreed for air quality and noise and vibration.</p>	<p>Partially agreed</p>	
<p>Air Quality Data collection methods, baseline data and the identification and sensitivity of</p>	<p>Chapter 5, Air quality [APP-074]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive</p>	<p>CBC is content that the scope and coverage of surveys undertaken to inform the assessment of air quality effects are sufficiently comprehensive.</p>	<p>Agreed</p>	<p>23.07.2021</p>

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
relevant features and receptors		features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 5, Air quality assessment [APP-074] .	<p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Satisfied with use of data for air quality.</p>		
Air Quality Construction and operational effects	Chapter 5, Air quality [APP-074]	<p>The assessment has concluded that no significant effects associated with air pollution would occur through construction activities or as a consequence of traffic movements (emissions) on the road network.</p> <p>Using the traffic models and data generated for the Scheme, the air quality effects within the Sandy AQMA, as set out in Chapter 5 Air Quality [APP-074] of the Environmental Statement are predicted to be, at worst, imperceptible worsenings, with some small improvements recorded. Predicted changes would be -0.7 to +0.2 µg/m³ in annual mean NO₂.</p> <p>These effects are not considered to be significant for air quality based on advice within the DMRB LA 105 air quality standard applied.</p>	<p><u>Matters raised within CBC's Relevant Representation</u></p> <p>CBC is concerned about the air quality impact on Sandy AQMA caused by increased traffic on the A1.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Generally satisfied for construction.</p> <p>Satisfied generally regarding operation, however not satisfied with effect on Sandy AQMA and no proposed mitigation.</p>	Partially agreed	
Air Quality	Chapter 2, The Scheme [APP-071]	Highways England considers that:	CBC is content with the form and nature of the air quality mitigation	Under discussion	

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Embedded and essential mitigation	<p>Chapter 5, Air quality [APP-074]</p> <p>Environmental Masterplan [APP-091]</p> <p>First Iteration EMP [APP-234]</p> <p>Schedule of mitigation [APP-235]</p>	<ul style="list-style-type: none"> The embedded mitigation measures mentioned in Chapter 2, The Scheme [APP-071] The essential mitigation measures set out in the First Iteration EMP [APP-234] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme.</p>	<p>measures are appropriate and acceptable.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Not agreed because CBC do not think effects on Sandy AQMA have been avoided or mitigated.</p> <p>Agree with embedded mitigation at Black Cat roundabout.</p> <p>Agree with construction dust mitigation (essential mitigation).</p>		
<p>Cultural Heritage</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 6, Cultural heritage [APP-075]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 6, Cultural heritage assessment [APP-075].</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 22.06.2021</u></p> <p>CBC is content with the scope, coverage and findings of the data collection and surveys undertaken inform the assessment of effects on the identified sensitive features and receptors.</p>	Agreed	June 2021

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
<p>Cultural Heritage Construction and operational effects</p>	<p>Chapter 6, Cultural heritage [APP-075]</p>	<p>The cultural heritage assessment has concluded that construction of the Scheme would result in significant adverse effects of either moderate or large significance on the assets listed in Table 6-6 of Chapter 6, Cultural [APP-075].</p> <p>All other assets identified and assessed would experience either:</p> <ul style="list-style-type: none"> • Slight adverse effects (not significant). • Neutral effects (not significant). • Slight beneficial effects (not significant). <p>The cultural heritage assessment has concluded that construction of the Scheme would result in less than substantial harm on all assets within CBC listed in Table 6-6 of Chapter 6, Cultural Heritage [APP-075].</p> <p>The operational assessment would not result in any significant adverse effects on the assets identified within Chapter 6, Cultural Heritage [APP-075].</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 22.06.2021</u></p> <p>CBC agrees with the conclusions of the cultural heritage assessment.</p>	<p>Agreed</p>	<p>June 2021</p>

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<p>Cultural Heritage Embedded and essential mitigation</p>	<p>Chapter 2, The Scheme [APP-071] Archaeology Mitigation Strategy [APP-238] First Iteration EMP [APP-234] Schedule of mitigation [APP-235]</p>	<p>Highways England considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures within Chapter 2, The Schem [APP-075]. The essential mitigation measures set out in the First Iteration EMP [APP-234] and the Archaeological Mitigation Strategy [APP-238] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.</p> <p>Highways England's Archaeological Mitigation Strategy [APP-238] sets out the mitigation measures that would be implemented to reduce the adverse effects of the Scheme on archaeological and built heritage resources.</p> <p>This approach is considered acceptable in order to provide the appropriate mitigation for the archaeological and built heritage resources.</p>	<p><u>Matters raised within CBC's Relevant Representation</u></p> <p>CBC is aware that there is a need to design a robust and consistent mitigation strategy whether carried out as Advanced Works/Enabling Works or Main Works.</p>	<p>Under discussion</p>	

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<p>Landscape and visual effects</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 7, Landscape and visual effects [APP-076]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 7, Landscape and visual effects assessment [APP-076].</p>	<p>CBC is content that the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme on landscape character and visual amenity.</p>	<p>Under discussion</p>	
<p>Landscape and visual effects</p> <p>Construction and operational effects</p>	<p>Chapter 7, Landscape and visual effects [APP-076]</p>	<p>The assessment has concluded that the Scheme would result in significant adverse effects on areas of local landscape character, and on visual receptors afforded views of the landscape from locations including residential properties, local roads and PRoW.</p> <p>The assessment has concluded that the Scheme would not result in significant adverse effects on sites designated for the landscape value or importance.</p>	<p>CBC is content with the conclusions of the assessment and the significance of the reported effects.</p>	<p>Under discussion</p>	

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<p>Landscape and visual effects</p> <p>Embedded and essential mitigation</p>	<p>Chapter 2, The Scheme [APP-071]</p> <p>Chapter 7, Landscape and visual effects [APP-076]</p> <p>Environmental Masterplan [APP-091]</p> <p>First Iteration EMP [APP-234]</p> <p>Schedule of Mitigation [APP-235]</p>	<p>Highways England considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091]. The essential mitigation measures set out in the First Iteration EMP [APP-234] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.</p>	<p>CBC is content with the form, nature and extent of the embedded mitigation measures incorporated into the design of the Scheme, and the essential mitigation measures that would be implemented during construction of the Scheme, including associated monitoring.</p>	<p>Under discussion</p>	
<p>Biodiversity</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 8, Biodiversity [APP-077]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 23.06.2021</u></p> <p>CBC is content with the scope, coverage and findings of habitat and species surveys undertaken as part of the assessment, including species which were scoped out of the assessment (as described in Chapter 8, Biodiversity [APP-077]).</p> <p>CBC is in agreement with those surveys planned to be undertaken during 2021 by Highways England,</p>	<p>Agreed</p>	<p>June 2021</p>

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		<p>indirect effects reported in Chapter 8, Biodiversity assessment [APP-077].</p> <p>As certain surveys undertaken within the assessment were constrained or limited by factors including land access restrictions, Highways England has shared information with CBC regarding the scope, timing and coverage of surveys it plans to undertake during 2021, and prior to the commencement of construction of the Scheme.</p>	<p>and those planned prior to construction of the Scheme in 2022, and considers these adequate to:</p> <ul style="list-style-type: none"> • Supplement desk-based surveys and field surveys undertaken between the period 2016 – 2020. • Update existing baseline information for habitats, species and designated sites gathered during the assessment (so that information remains current). • Inform applications for protected species licenses. • Inform the design-development of embedded and essential mitigation measures identified within the assessment. 		
<p>Biodiversity Construction and operational effects</p>	<p>Chapter 8, Biodiversity [APP-077]</p>	<p>The biodiversity assessment [APP-077] has identified that adverse and beneficial effects on habitats, species and designated sites would result from construction and operation of the Scheme; however, none of these effects would be significant.</p> <p>Highways England considers that the assessment findings accurately reflect the likely effects of the Scheme.</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 23.06.2021</u></p> <p>CBC is content with the conclusions of the assessment and the significance of the reported effects.</p>	<p>Agreed</p>	<p>June 2021</p>

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<p>Biodiversity Embedded and essential mitigation</p>	<p>Chapter 2, The Scheme [APP-071] Chapter 8, Biodiversity [APP-077] First Iteration EMP [APP-234] Schedule of Mitigation [APP-235] Environmental Masterplan [APP-091] Biodiversity Pre-commencement Plan [APP-239]</p>	<p>Highways England considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091]. The essential mitigation measures set out in the First Iteration EMP [APP-234] and Biodiversity Pre-commencement Plan [APP-239] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme on habitats, species and designated sites during its construction and operation.</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 23.06.2021</u></p> <p>CBC agree with the biodiversity mitigation proposed as part of the Scheme.</p>	<p>Agreed</p>	<p>June 2021</p>
<p>Biodiversity Biodiversity net gain</p>	<p>Appendix 8.19 [APP-206]</p>	<p>Although the achievement of a net gain in biodiversity is not a requirement for nationally significant infrastructure projects, Highways England has sought to achieve an increase in biodiversity through the environmental measures incorporated into the design of the Scheme, as set out in Natural England's advice appended to the Scoping Opinion [APP-231].</p>	<p><u>Matters discussed at an SOCG meeting with CBC on 23.06.2021</u></p> <p>CBC agreed with this position in a meeting in June 2021.</p>	<p>Agreed</p>	<p>June 2021</p>

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		<p>Using Highways England’s Biodiversity Net Gain metric, a net gain of 20.5% across the Scheme has been calculated, when compared to the baseline conditions, as reported in Appendix 8.19 [APP-206].</p> <p>The calculation of biodiversity net gain also took account of Breedon Quarry being fully restored by the time of Scheme construction commencing.</p> <p>Highways England considers that the methods used to calculate biodiversity net gain are appropriate for the Scheme.</p>			
<p>Geology and Soils</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 9, Geology and soils [APP-078]</p>	<p>The baseline conditions relating to geology and soils have been collated using desk-based information sources, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice, and are appropriate to inform the assessment of direct and indirect effects reported in Chapter 9,</p>	<p>CBC acknowledges the Covid-19 limitations placed on undertaking soil sampling, and is content that it was appropriate for Highways England to base its assessment of the effects of the Scheme on best and most versatile agricultural land on published data.</p>	<p>Under discussion</p>	

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		<p>Geology and Soils assessment [APP-078].</p> <p>Due to Covid-19 restrictions in 2020/2021, it was not possible for Highways England to undertake sampling in the field to verify existing soil grades and profiles. Accordingly, the assessment has relied upon published information regarding soil grades and their distribution at a regional scale.</p> <p>Highways England is planning to carry out this sampling to confirm existing soil conditions in mid-2021 (subject to Covid-19 restrictions being relaxed), and will use the information gathered to verify the conclusions of its assessment of the likely effects on best and most versatile agricultural soils and its proposed mitigation measures.</p>			
<p>Geology and Soils</p> <p>Construction and operational effects</p>	<p>Chapter 9, Geology and soils [APP-078]</p>	<p>The assessment has concluded that the Scheme would not result in any significant adverse effects on locally or regionally important geological sites.</p> <p>Construction of the Scheme would result in significant adverse effects on areas of land mapped as best and most versatile at a regional</p>	<p>CBC is content with the conclusions of the assessment and the significance of the reported effects.</p>	<p>Under discussion</p>	

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		scale, these being associated with the permanent loss of agricultural land.			
Geology and Soils Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 9, Geology and soils [APP-078] Environmental Masterplan [APP-091] First Iteration EMP [APP-234] Schedule of mitigation [APP-235]	Highways England considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] and in Chapter 2, The Scheme [APP-071]. The essential mitigation measures set out in the First Iteration EMP [APP-234] are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.	CBC is content with the form and nature of the embedded and essential mitigation measures that would be implemented during construction of the Scheme.	Under discussion	
Material Assets and Waste Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 10, Material assets and waste [APP-079]	The baseline conditions have been collated from a variety of sources including desk-based and input from consultees, and are reported in Chapter 10, Material assets and waste [APP-079]. The baseline information collected is appropriate for this Scheme.	CBC is content that the scope of the assessment is sufficiently comprehensive to identify the likely effects of the Scheme on material assets and waste.	Under discussion	

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Material Assets and Waste Construction and operational effects	Chapter 10, Material assets and waste [APP-079]	The material assets and waste assessment concluded no significant effects in the construction and operation of the Scheme.	CBC is content with the conclusions of the assessment and the significance of the reported effects.	Under discussion	
Material Assets and Waste Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 10, Material assets and waste [APP-079] Environmental Masterplan [APP-091] First Iteration EMP [APP-234] Schedule of mitigation [APP-235]	Highways England considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] and in Chapter 2, The Scheme [APP-071]. The essential mitigation measures set out in the First Iteration EMP [APP-234] are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.	CBC is content with the form, nature and extent of the embedded mitigation measures incorporated into the design of the Scheme, and the essential mitigation measures that would be implemented during construction of the Scheme.	Under discussion	
Noise and vibration Data collection methods, baseline data and the identification and sensitivity of	Chapter 11, Noise and vibration [APP-080]	The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders. Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive	CBC is in agreement that the data collected is appropriate for the noise and vibration assessment. <u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u>	Under discussion	

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relevant features and receptors		<p>features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 11, Noise and vibration assessment [APP-080].</p> <p>The results of the baseline noise survey have been used to support a validation exercise for the traffic noise prediction modelling.</p>	Further information required which Highways England will provide.		
<p>Noise and vibration</p> <p>Construction and operational effects</p>	Chapter 11, Noise and vibration [APP-080]	A thorough noise and vibration assessment has been undertaken for the construction and operation of the Scheme. The noise and vibration assessment concluded several significant effects in the construction and operational periods of the Scheme as described in Chapter 11, Noise and vibration [APP-080] .	<p><u>Matters raised within CBC's Relevant Representation</u></p> <p>CBC is concerned with the noise impacts for the construction and operational use of the Scheme.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Satisfied with position regarding construction noise and vibration acknowledging it doesn't include mitigation.</p> <p>Partially agreed with operational mitigation, however further mitigation should be considered for specific properties where significant adverse effects have been identified. Concerned that low noise surfacing doesn't reach far enough.</p>	Partially agreed	

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<p>Noise and vibration</p> <p>Embedded and essential mitigation</p>	<p>Chapter 2, The Scheme [APP-071]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Environmental Masterplan [APP-091]</p> <p>First Iteration EMP [APP-234]</p> <p>Schedule of Mitigation [APP-235]</p>	<p>Highways England considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] and in Chapter 2, The Scheme [APP-071]. The essential mitigation measures set out in the First Iteration EMP [APP-234] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme relating to noise and vibration during its construction and operation.</p> <p>The working hours as defined within Requirement 19 of the dDCO [APP-025], will be adhered to throughout the Scheme construction.</p>	<p>CBC is content that the mitigation proposed is appropriate for the Scheme.</p> <p><u>Matters discussed at an air quality and noise and vibration SOCG meeting with CBC on 23.07.2021</u></p> <p>Satisfied with embedded and essential mitigation for construction in close liaison with LPAs regarding out of hours working.</p> <p>Satisfied with operation mitigation, however further mitigation should be considered for specific properties where significant adverse effects have been identified.</p>	<p>Partially agreed</p>	
<p>Population and Human Health</p> <p>Data collection methods, baseline data and the identification and sensitivity of</p>	<p>Chapter 12, Population and human health [APP-081]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive</p>	<p>CBC is content that the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme on PRow and recreational users.</p>	<p>Under discussion</p>	

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relevant features and receptors		features and receptors (e.g. effects on users of the existing PRoW network, and recreational users of the River Great Ouse) are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 12, Population and human health assessment [APP-081].			
Population and Human Health Construction and operational effects	Chapter 12, Population and human health [APP-081]	<p>The population and human health assessment concluded one significant effect in the construction period as a result of the Scheme within CBC. This relates to a temporary moderate adverse effect upon recreational users of the River Great Ouse due to closure during construction. This is reported in Chapter 12, Population and human health [APP-081].</p> <p>No significant effects were reported for the operation of the Scheme.</p>	CBC is content with the conclusions of the assessment and the significance of the reported effects.	Under discussion	
Population and Human Health Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 12, Population and human health [APP-081]	The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] are considered appropriate to avoid, prevent or reduce the adverse effects of the Scheme on PRoW and recreational users in relation to:	CBC is content with the form, nature and extent of the embedded mitigation measures incorporated into the design of the Scheme, and the essential mitigation measures that would be implemented during construction of the Scheme.	Under discussion	

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	<p>Environmental Masterplan [APP-091]</p> <p>First Iteration EMP [APP-234]</p> <p>Schedule of Mitigation [APP-235]</p>	<ul style="list-style-type: none"> Maintaining connectivity between existing routes, roads and communities. Providing safe crossing provision over the new dual carriageway. <p>The essential mitigation measures set out in the First Iteration EMP [APP-234] are considered appropriate to manage and control the adverse effects of the Scheme on recreational users of the River Great Ouse and PRow temporarily affected by construction of the Scheme.</p>			
<p>Road Drainage and the Water Environment</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 13, Road drainage and the water environment [APP-082]</p>	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 13, Road Drainage and the Water Environment assessment [APP-082]. The baseline information</p>	<p>CBC is content that the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme on road drainage and the water environment.</p>	<p>Under discussion</p>	

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		collected is appropriate for this Scheme.			
Road Drainage and the Water Environment Construction and operational effects	Chapter 13, Road drainage and the water environment [APP-082]	<p>The road drainage and the water environment assessment [APP-077] has identified that adverse and beneficial effects on water quality, hydromorphology, groundwater and drainage would result from construction and operation of the Scheme; however, none of these effects would be significant.</p> <p>Highways England considers that the assessment findings accurately reflect the likely effects of the Scheme.</p>	CBC is content with the conclusions of the assessment and the significance of the reported effects.	Under discussion	
Road Drainage and the Water Environment Flood risk assessment	Chapter 13, Road drainage and the water environment [APP-082] Flood Risk Assessment [APP-220]	<p>The assessment has concluded that flood risk to and from the construction and operational stages of the Scheme from fluvial, surface water, groundwater and sewer flooding would be low, and accordingly there would be no significant flooding-related effects.</p> <p>Highways England considers that the assessment findings are robust.</p>	CBC is content with the findings of the flood risk assessment.	Under discussion	
Road Drainage and the Water Environment	Chapter 2, The Scheme [APP-071]	<p>Highways England considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the 	CBC is content with the form, nature and extent of the embedded mitigation measures incorporated into the design of the Scheme, and	Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Embedded and essential mitigation	<p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Environmental Masterplan [APP-091]</p> <p>First Iteration EMP [APP-234]</p> <p>Schedule of Mitigation [APP-235]</p>	<p>Environmental Masterplan [APP-091].</p> <ul style="list-style-type: none"> The essential mitigation measures set out in the First Iteration EMP [APP-234] <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme in relation to water quality, hydromorphology, groundwater, drainage and flood risk during its construction and operation.</p>	<p>the essential mitigation measures that would be implemented during construction of the Scheme.</p>		
<p>Climate</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>Chapter 14, Climate [APP-083]</p>	<p>The baseline conditions have been collated using desk-based techniques and through consultation with stakeholders.</p> <p>Highways England considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in Chapter 14, Climate assessment [APP-083].</p>	<p>CBC is content that the data used to inform the assessment is sufficiently comprehensive to identify the likely effects of greenhouse gas emissions on climate, and the resilience of the Scheme to the effects of climate change.</p>	<p>Under discussion</p>	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Climate Construction and operational effects	Chapter 14, Climate [APP-083]	The assessment has concluded that no significant effects associated with greenhouse gas emissions and climate change would result from the Scheme.	CBC is content with the conclusions of the assessment and the significance of the reported effects.	Under discussion	
Climate Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 14, Climate [APP-083] Environmental Masterplan [APP-091] First Iteration EMP [APP-234] Schedule of mitigation [APP-235]	Highways England considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] and within Chapter 2, The Scheme [APP-071]. The essential mitigation measures set out in the First Iteration EMP [APP-234] are appropriate to reduce the temporary effects of greenhouse gas emissions, during construction of the Scheme.	CBC is content with the form, nature and extent of the embedded mitigation measures incorporated into the design of the Scheme, and the essential mitigation measures that would be implemented during construction of the Scheme.	Under discussion	
Assessment of Cumulative Effects Baseline data	Chapter 15, Assessment of cumulative effects [APP-084] Appendix 15.1 Long list of other developments [APP-228]	Highways England has undertaken an assessment of the likely significant cumulative effects of the Scheme on the environment resulting from the cumulation of effects with other existing and/or approved developments and projects. The assessment has considered:	CBC is content with the developments and projects identified within both the long list and shortlist, and how these have been categorised within the assessment.	Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	Appendix 15.2 Assessment matrix [APP-229]	<ul style="list-style-type: none"> • Existing completed projects. • Approved but uncompleted projects. • Ongoing activities. • Plans or projects for which an application has been made and which are under consideration by consenting authorities; and • Plans and projects which are reasonably foreseeable. <p>Cumulative developments and projects were initially identified through a long list [APP-228], with qualifying developments subsequently shortlisted [APP-229] for consideration in the assessment.</p> <p>Highways England considers that its approach to identifying other development projects, their shortlisting and subsequent inclusion in the cumulative effects assessment is robust and appropriate.</p>			
Assessment of Cumulative Effects Construction and operational effects	Chapter 15, Assessment of cumulative effects [APP-084] Appendix 15.1 Long list of other	The cumulative effects assessment has concluded that significant adverse cumulative effects would occur in relation to the effects of the following topics interacting	CBC is content with the conclusions of the assessment and the significance of the reported effects.	Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
	<p>developments [APP-228]</p> <p>Appendix 15.2 Assessment matrix [APP-229]</p>	<p>cumulatively with the effects of other planned projects and developments:</p> <ul style="list-style-type: none"> Chapter 7, Landscape and visual effects [APP-076]. Chapter 11, Noise and vibration [APP-080]. <p>No significant cumulative effects have been identified in relation to other environmental topics.</p> <ul style="list-style-type: none"> Highways England considers that the outcomes of the cumulative effects assessment (in relation to development interactions) are accurate. 			

Table 3-5 – Archaeological Matters

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Archaeology mitigation areas	Archaeology Mitigation Strategy [APP-238]	<p>The extent and methodology of the all the mitigation areas within Central Bedfordshire Council have been agreed and are listed below:</p> <ul style="list-style-type: none"> • Site 4, Field 34 & 35. • Site 5, Field 34. • Site 6, Field 35. • Site 7, Field 44. 	<p>Matters discussed at an SOCG meeting with CBC on 22 June 2021</p> <p>CBC agree with the methodology for the archaeology mitigation areas mentioned.</p>	Agreed	June 2021
Council archaeology brief	Archaeological Mitigation Strategy [APP-238]	<p>A brief has been prepared by the Curators at the councils. This is designed to facilitate the production of the Site Specific Written Schemes of Investigation (SSWSIs) by the Archaeological Contractor. The contents of this brief have been taken into account when detailing the overarching scope of works in Part Two of the Archaeological Mitigation Strategy. The majority of the brief is agreed, and is expected to be included as an Appendix to the final AMS as Appendix B.</p> <p>A meeting will be held on 12 August 2021 with the Curators to discuss the Brief.</p>	CBC note that a brief must be in place.	Under discussion	

Table 3-6 – Highways, Design, Public Rights of Way and WCH

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Highways Design General Matters					
Implications within Central Bedfordshire for the highway network to the south of the scheme, in particular the A1	Central Bedfordshire Council Relevant Representation [RR-016a] Transport Assessment Annex [APP-243]	<p>The Applicant has set out all impacts on the wider road network (including the A1 junctions) within the Transport Assessment Annex [APP-243]. Table 3-91 of the Transport Assessment Annex sets out that for the A1/A603 in Sandy, the predicted traffic flow impact is negligible with some increases in flow on the A1 and decreases on the A603-B1042. The predicted operational impact is a marginal increase in delay in 2025 but with a more significant reduction in delay in 2040.</p> <p>Paragraph 3.22.5 of the Transport Assessment Annex [APP-243] sets out that the A1/A603 junction will be the subject of a Monitor and Manage approach in which the performance of the network will be monitored, and consideration will be given to the</p>	<p>Only a small section of the route is located directly within the Central Bedfordshire Local Authority Area, with a short section of the new proposed dual carriageway to the south of Little Barford, passing under Barford Road. Notwithstanding this, Advice Note 2 (S18) encourages local authorities to register to take part in the process. On behalf of Central Bedfordshire Council my representations are likely to be limited to the effects the proposal may have on this local authority area rather than the broader issues of the proposal. The issues that are likely to be relevant to Central Bedfordshire comments will include:</p> <p>The implications within Central Bedfordshire for the highway network to the south of the scheme, in particular the A1.</p>	Under Discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		potential need for interventions, if required.			
Impact on Sustainable Development	General Arrangement Plans [APP-011] Streets, Rights of Way and Access Plans [APP-013]	<p>East West Rail has now completed their non statutory consultation. Until East West Rail has determined the route and locations of the proposed stations, it is not appropriate for the Applicant to make or coordinate any specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p> <p>The design of Barford Road is a replacement of the existing infrastructure. The existing infrastructure does not include provision for walkers, cyclists and/or horse-riders and therefore this is not proposed in the design of the Barford Road side road diversion or overbridge.</p> <p>The preliminary design for Barford Road including the bridge crossing has been developed and agreed in consultation with Central Bedfordshire Council as the maintaining highway authority.</p> <p>The proposed structure over the East Coast Main Line includes</p>		Agreed	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>vehicular access through the side spans for landowners. No provision has been made for pedestrians and cyclists alongside the East Coast Main Line as there are no existing rights of way within the area.</p> <p>Details of the proposals are included within the General Arrangement Plans [APP-011] and the WCH provisions are included within the Streets, Rights of Way and Access Plans [APP-013].</p>			
Traffic Modelling Output – Barford Road	Transport Assessment Annex [APP-243] .	<p>The Applicant has set out all impacts on the wider road network (including Barford Road Roundabout) within the Transport Assessment Annex [APP-243]. Information relating to the Barford Road Roundabout is within section 3.12.</p>		Agreed	
Impact of Construction Phase upon the Highway Network	Transport Assessment [APP-241] and [APP-242] and the Transport Assessment Annex [APP-243] .	<p>The Applicant has provided comprehensive construction traffic flow impacts in the Transport Assessment [APP-241] and [APP-242] and the Transport Assessment Annex [APP-243]. Results from the assessments undertaken have been presented</p>		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		to local councillors, officers and local forums of all the local authorities.			
The Outline Construction Management Plan [APP-244]	<p>Central Bedfordshire Council Relevant Representation [RR-016b]</p> <p>The Outline Construction Traffic Management Plan (OCTMP) [APP-244]</p>	<p>The Outline Construction Traffic Management Plan (OCTMP) [APP-244] sets out the temporary traffic management processes that will be followed for the safe and efficient construction phases of the Scheme. The development of the OCTMP has been informed through discussions with the Strategic Road Users Technical Working Group which includes representatives from local authorities.</p> <p>Following a grant of development consent for the Scheme, relevant local highway authorities will have the opportunity to comment on a Traffic Management Plan, which must accord with the OCTMP [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In</p>	<p>The issues that are likely to be relevant to Central Bedfordshire comments will include:</p> <ul style="list-style-type: none"> • A need for the preparation and agreement of appropriate traffic management and improvement schemes and / or the identification of alternate routes for larger vehicles or abnormal loads, prior to the construction works in question commencing. In particular, (although not limited to), the proposed use of Station Road, Tempsford for construction traffic. • The implications with Central Bedfordshire of diversionary routes during road closures considered necessary to facilitate the construction works. 	Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p> <p>The Applicant is committed to continuing engagement with the local authority on matters relating to the outline construction traffic management plan.</p>			
The Outline Construction Traffic Management Plan [APP-244]	Central Bedfordshire Council Relevant Representation [RR-016b]	<p>The restrictions sought are sufficiently set out in the Outline Construction Traffic Management Plan as noted below.</p> <p>Chapter 3 of the Outline Construction Traffic Management Plan [APP-244] sets out a number of restrictions as follows:</p> <ul style="list-style-type: none"> • Construction traffic will not be permitted to use a number of specifically identified side roads for the duration of the Scheme construction phase. Appendix C of the Outline Construction Traffic Management Plan [APP-244] sets out the restricted routes. • Carriageway and lane restrictions will be used 		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>to create safe working spaces. Indicative closure times are set out in Table 3.1 within the Outline Construction Traffic Management Plan [APP-244]. The indicative closures are shown as being operational for overnight periods.</p> <ul style="list-style-type: none"> • Strategic diversion routes will be in place when there are closures on sections of the A428, A421 and the A1. Appendix D of the Outline Construction Traffic Management Plan [APP-244] sets out drawings showing the diversion routes. • Speed restrictions and temporary speed limits (to be dealt with by temporary traffic regulation orders). <p>Following the grant of development consent for the Scheme, relevant local highway authorities will have the opportunity to comment on the Traffic Management Plan, which must accord with the Outline Construction Traffic Management</p>			

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>Plan [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p>			
The Construction Programme	Outline Construction Traffic Management Plan [APP-244]	<p>Sufficient information regarding the construction programme is contained within the Application in Chapter 2, The Scheme of the Environmental Statement [APP-071]. Further detailed construction works information will be provided at the detailed design stage of the Scheme.</p> <p>Sufficient information for this stage is provided within the Application about the timings of closures with indicative timings for closures set out in the Outline Construction Traffic Management Plan [APP-244].</p>		Under discussion	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>The relevant local highway authorities will have the opportunity to comment on a Traffic Management Plan, which must substantially accord with the Outline Construction Traffic Management Plan [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p>			
Geometry and Design					
Design Standards for Junctions and Roads in Central Bedfordshire		<p>Highways England has designed sections of non-trunk roads to suit the nature of the existing road, which in some cases are old roads that have not been designed to any standard. Using familiar design guides or standards such</p>		Agreed	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Council (CBC) area		as the Design Manual for Roads and Bridges (DMRB) or Manual for Streets (MfS) provides a means of comparison.			
Design Standards for Junctions and Roads in Central Bedfordshire Council (CBC) area	Works Plans [APP-009] to [APP-010] ; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015] .	<p>For Barford Road, matters including the width of the verges; design speeds; locations of drainage ditches and vertical clearances for power cables are shown in the relevant Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].</p> <p>Some matters, including road junction drainage collection systems design will not be finalised until detailed design stage, when the host authorities will be consulted.</p>		Agreed	
Lighting Strategy	General Arrangement Plans [APP-011]	<p>The Applicant is not providing lighting along the proposed section of Barford Road</p> <p>The proposed extent of lighting is shown on the General Arrangement Plans [APP-011]</p>		Agreed	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
Management and Maintenance Responsibilities		<p>Highways</p> <p>Barford Road as defined in the draft DCO [APP-025] Schedule 3 and within the area of Central Bedfordshire Council will be the responsibility of Central Bedfordshire Council highways authority.</p> <p>Structures</p> <p>Highways England will maintain the Barford Road bridge (overbridge) structure that crosses the new trunk road.</p> <p>Central Bedfordshire Council will be responsible for the maintenance of the carriageway construction above the waterproofing for the bridge structures that pass 'over' the trunk road.</p> <p>Drainage</p> <p>Central Bedfordshire Council will be the maintaining authority for the drainage assets servicing the proposed local highway network, including but not limited to the attenuation basins, Sustainable Drainage Systems (SuDS) and culverts.</p>		Agreed	

Issue	Document Reference	Highways England Position	Central Bedfordshire Council Position	Status	Date
		<p>Landscaping</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Central Bedfordshire Council.</p>			
Land Ownership: Restoring of stopped up land	Land Plans [APP-008]	<p>The land required for, or affected by, the proposed development is shown on the Land Plans [APP-008] and will be developed further at detailed design.</p> <p>Where highways are being stopped up and there is no existing title plot associated, the half-width of the road will be restored and returned to the adjacent landowners, unless Highways England are seeking permanent acquisition.</p>			
PROW and WCH Matters					
Impact of the Scheme upon Walkers, Cyclists and Horse riders (WCH)		The Applicant is not impacting any existing provisions for Walkers, Cyclists and Horse riders (WCH) routes and Rights of Way within Central Bedfordshire Council's jurisdiction.		Agreed	