

## Landowner Position Statement – de Lisle Wells

### 1.1 Purpose of this Document

- 1.1.1 National Highways have prepared a series of Position Statements with landowners directly impacted by the A417 Missing Link project. These have been prepared in collaboration with the District Valuer Services (DVS), National Highways Property and Compensation Team and National Highways Project Management Team to inform ongoing discussions about land interests.
- 1.1.2 The purpose of the Position Statement is to provide a ‘live’ document that captures the key engagement activities held with a landowner and record important matters raised, and with a National Highways response to such matters.
- 1.1.3 The detail recorded within this Position Statement relates to the communication and engagement regarding Robert, Patricia and Sarah de Lisle Wells position as a landowner impacted by the scheme.
- 1.1.4 Further detail relating to any consultation responses submitted by Robert, Patricia and Sarah de Lisle Wells during targeted landowner and statutory consultation periods can be found in the Consultation Report (Document Reference 5.1, APP-027) and Consultation Report Appendices (Document Reference 5.2, APP-028, APP-029) submitted in support of the DCO application. Where appropriate, matters pertinent to this land raised in those submissions are captured in this document, whereas wider matters (for example any opinions expressed about the principle of development) are not captured in this document to avoid duplication.
- 1.1.5 This Position Statement has been updated in December 2021 in order to capture matters raised in Relevant Representation and Written Representation submitted into the Examination at the appropriate deadlines.

**Table 1 Record of Key Landowner Engagement**

Date	Form of correspondence	Key Topics Discussed and key outcomes
10/10/2019	Meeting	<p>A meeting was arranged with the landowner on the 10 October 2019.</p> <p>The following actions were taken by National Highways from the meeting:</p> <ul style="list-style-type: none"> <li>• Identify what specialist legal advice can be provided in relation to the scheme.</li> <li>• Send a new copy of the land plans to Mr and Mrs de Lisle Wells and Bruton Knowles.</li> <li>• Mitigation measures close to de Lisle Wells land are to be explored.</li> </ul>
6/5/2020	Meeting (Virtual)	<p>The following main points were discussed:</p> <ul style="list-style-type: none"> <li>• Landscape planting</li> <li>• Land form bund</li> <li>• Access</li> <li>• Noise</li> <li>• Land take</li> <li>• Scheme design</li> </ul>
13/10/2020	Statutory Consultation Notification	Correspondence issued to the de Lisle Wells' notifying them of the beginning of the public consultation.
26/01/2021	Email Correspondence	Draft accommodation works plans issued to the de Lisle Wells for comment.
08/02/2021	Targeted Landowner Consultation	Correspondence issued to de Lisle Wells notifying them of the beginning of the targeted landowner consultation.
22/02/2021	Meeting	Meeting took place with the de Lisle Wells on site to discuss noise, traffic and landscaping.
15/04/2021	Meeting	Meeting took place with the de Lisle Wells on site to discuss design and impacts of the scheme. In addition, the discretionary purchase application.

**Table 2 Support / Matters Agreed**

Issue No.	Sub-section/ Discipline	Landowner/Occupier Matters	National Highways Position
1	Public Transport	The existing bus stop on the A417 above the Air Balloon roundabout will be lost as a result of the scheme. The de Lisle Wells stated that the Local Parish Councils have expressed support for this being re-located to the new access road. The de Lisle Wells ask that the scheme project team engages with the local authority on this matter to see if a bus stop can be provided.	The scheme stakeholder team have had discussions with the Parish Council. It has been explained to them that future bus service routes are to be determined. Gloucestershire County Council will have discussions with the bus operators to help determine future bus routes. Replacing the existing bus stop on the air balloon roundabout has been identified as a potential opportunity for future bus stop provision.
2	Additional Plans	The de Lisle Wells requested additional plans to show the level of impact created by the scheme.	Additional plans requested have been provided.
3	Face to face site meeting	Face to face site meeting requested to discuss the scheme.	Face to face meeting took place on 22 <sup>nd</sup> April 2021.
4	Visual Imagery	Landowner requested visual 3D imagery for the scheme [REDACTED], the centre of the proposed road at the nearest point and the highest point from the bridge that will carry the pedestrian crossing/bridleway/cycle route.	3D visual imagery produced and issued to the landowner.
5	Ecology Surveys	The landowner requested a summary of the ecology surveys completed to date.	ES Chapter 8 Biodiversity (Document Reference 6.2, APP-039) provides an assessment of how the scheme would affect wildlife and habitats.

**Table 3 Issues / Matters Outstanding**

Issue No.	Sub-section/ Discipline	Landowner/Occupier Matter	National Highways Position
1	Landscaping	<p>The landowner requested further information and provided landscaping recommendations to be included as part of the scheme design.</p> <p>The landowner requested a mix of native species is used as part of the scheme landscaping.</p>	<p>The landscape design is shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3, APP-166 to APP-192).</p> <p>Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening.</p> <p>Species selection for new planting would include a diverse mix of native trees of local provenance where appropriate and characteristic of the local area. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south is considered to provide resilience against the effects of climate change. Further detail about the planting proposed as part of the scheme can be found in the Environmental Masterplan that will be submitted in support of the DCO application.</p> <p>National Highways have noted the landowners request for no Yew or Silver Birch Trees to be planted.</p>
2	Drainage	<p>The de Lisle Wells requested that the drainage proposed on their land to be taken permanently has a covered drain to prevent blockages.</p>	<p>The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2, APP-044).</p> <p>The detail of the drainage and associated infrastructure to be installed will be confirmed at the detailed design stage of the scheme.</p>
3	Accommodation works	<p>Accommodation works to be provided as part of the scheme to be agreed.</p>	<p>Accommodation works to be developed and agreed as the scheme progresses.</p>

			Draft accommodation plans have been provided to the de Lisle Wells for comment.
4	HGV Access	The de Lisle Wells requested a passing to allow HGV access on the new access route proposed as part of the scheme.	National Highways has looked at the provision of passing places to allow for better access for Heavy Goods Vehicles (HGVs) to [REDACTED]. A passing place has been provided on the new private means of access from Shab Hill Junction. National Highways has provided passing places in locations where traffic assessments recommend them to do so.
5	Land acquisition	Land acquisition discussions to begin.	The land required by the scheme has been agreed to be acquired by a discretionary purchase application. The remainder has not at this time. Discretionary purchase application is still progressing.
6	Traffic	The de Lisle Wells requested information on traffic management approach during construction.	National Highways will maintain access to impacted landowners whose sites remain operational throughout the construction and operation of the scheme. Any required access road closures would be agreed in advance with the landowner. Access to properties will be managed through the Construction Traffic Management Plan submitted in support of the scheme. National Highways has and will follow the appropriate design standards to accommodate Heavy Goods Vehicles (HGVs) in terms of gradient and turning radii. The access/exit will be designed to accommodate Heavy Goods Vehicles (HGVs) and ensure there is no blocking back onto the roundabout. Roundabouts that form part of the scheme have been designed and assessed to accommodate the predicted peak hour traffic flows for the 2041 design year.

			<p>Unfortunately, the access road cannot be widened to two lanes, however, it will be wider than the existing road.</p> <p>The requirements of the businesses at [REDACTED] would be discussed in detail between National Highways and its appointed contractor should the DCO be granted.</p>
7	Noise Mitigation	<p>The de Lisle Wells requested further information about the noise mitigation to be installed at Shab Hill Junction.</p> <p>The de Lisle Wells requested that additional bunding is provided to shield their property from the scheme. This includes a small section at the south-east boundary of the current land take.</p>	<p>Additional landform on the boundary north of Rushwood Kennels would not provide any additional noise attenuation and therefore the land take required by the scheme cannot be justified.</p> <p>Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding. The increase at this location is assessed as a 'not significant' noise effect. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2, APP-042).</p> <p>The mitigation proposed as part of the current scheme design is considered to appropriately mitigate the noise impacts created for the de Lisle Wells'.</p> <p>The impact of the scheme on noise is assessed and reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2, APP-042). The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers. This has been incorporated to further reduce noise effects.</p> <p>The ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4, APP-317) and ES Appendix 2.1 EMP Annex B Construction Traffic</p>



			Management Plan (CTMP) (Document Reference 6.4, APP-319) outlines how the impact of construction on the environment, the road network and local communities will be managed.
8	Access	<p>The de Lisle Wells raised concerns about the proposed new access to their property required as a result of the scheme severing existing access.</p> <p>Such an access will need to be of sufficient width, gradient and no weight limits must be imposed on our client. In particular, the route design of the new access road would need to allow for articulated vehicles to pass and use Shab-Hill junction safely.</p> <p>Our client is concerned as to the future ownership of the access road and requires confirmation, once the scheme has completed, that it will remain as public highway in perpetuity, with full and unfettered permanent rights of access directly on to the public highway granted to my client.</p>	<p>Access requirements for this property have been discussed at landowner meetings and subsequently accounted for within designs. The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.</p>
9	Footpath Impact	<p>The de Lisle Wells stated that the decision to install a new bridge over the road for the footpath has the potential to cause unnecessary disturbance and trespass on their land.</p>	<p>Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters such as enclosures would be agreed. PRoW's are considered as part of a Walking, Cycling and Horse-riding Assessment and Review, undertaken in accordance with the Design Manual for Roads and Bridges (DMRB), which is submitted as part of the ES (Document Reference 6.2, APP-032 to APP-049). Detail relating to fencing and gates to be agreed as part of the accommodation work discussions.</p>

10	Traffic Impact	<p>The de Lisle Wells stated that the class 5 highway that passes the end of their drive will be used as a rat-run by motorists avoiding traffic on the surrounding roads and this will only get worse during construction.</p> <p>The de Lisle Wells stated the roads use classification should be changed to a restricted byway.</p>	<p>National Highways is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. National Highways will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4, APP-319), which sets out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Gloucestershire County Council, to identify any potential mitigation measures required for</p>
11	Consultation	<p>Mr de Lisle Wells stated that there has not been a full consultation with landowners impacted by the scheme.</p>	<p>National Highways has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1, APP-027), which evidences how National Highways has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.</p>
12	Light Pollution	<p>Mr de Lisle Wells raised concerns about light pollution created by the scheme.</p>	<p>National Highways recognises concerns regarding the light pollution from construction of the scheme and will seek to reduce light spill while maintaining highway safety. National Highways has produced ES Appendix 2.1 EMP (Document Reference 6.4, APP-317) and a draft Traffic Management Plan as part of the DCO application which outline how the impact of construction on the environment and local communities will be managed.</p>