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18 May 2015

To: Councillor Tim Wotherspoon, Portfolio Holder

Jose Hales

Scrutiny and Overview Committee
Monitor

Lynda Harford

Scrutiny and Overview Committee
Monitor

Hazel Smith

Opposition Spokesman

Aidan Van de Weyer

Opposition Spokesman

Dear Sir / Madam

You are invited to attend the next meeting of **STRATEGIC PLANNING AND TRANSPORTATION PORTFOLIO HOLDER'S MEETING**, which will be held in **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 27 MAY 2015** at **10.00 a.m.**

Yours faithfully
JEAN HUNTER
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA

PAGES

PROCEDURAL ITEMS

1. **Declarations of Interest**

DECISION ITEMS

2. **A14 Cambridge to Huntingdon improvement Scheme Development Consent Order Application - Local Impact Report, Statement of Common Ground and Written Representation** 1 - 70

A full version of Appendix 2 (Joint Local Impact Report produced by Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council) is attached to the electronic version of this agenda, and can be viewed by visiting www.scambs.gov.uk and then following the links from 'Your Council'.

STANDING ITEMS

3. **Work Programme**

The Portfolio Holder will maintain, for agreement at each meeting, a Work Programme identifying all matters relevant to the Portfolio which it is believed are likely to be the subject of consideration and / or decision by the Portfolio Holder, or recommendation to, or referral by, the Portfolio

Holder to Cabinet, Council, or any other constituent part of the Council. The Programme will be updated as necessary. The Portfolio Holder will be responsible for the content and accuracy of the Work Programme.

Currently, no Work Programme exists for this Portfolio. The Portfolio Holder is invited to indicate those issues that might form a future Work Programme, and whether or not he would like to establish a schedule of meetings.

4. Date of Next Meeting

Members are asked to bring their diaries.

OUR LONG-TERM VISION

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

OUR VALUES

We will demonstrate our corporate values in all our actions. These are:

- Working Together
- Integrity
- Dynamism
- Innovation

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Agenda Item 2



South
Cambridgeshire
District Council

Report To: Strategic Planning and Transportation
Portfolio Holder
Lead Officer: Director, Planning and New Communities

27 May 2015

A14 Cambridge to Huntingdon improvement Scheme Development Consent Order Application – Local Impact Report, Statement of Common Ground and Written Representation

Purpose

1. To agree the response to the Planning Inspectorate (PINS) in relation to Highways England's (formerly known as the Highways Agency) Development Consent Order (DCO) application for the A14 Cambridge to Huntingdon improvement scheme.
2. This is not a key decision because the Council is not the decision making authority.

Recommendations

3. It is recommended that the Portfolio Holder:
 - i. Note the Highways England responses to previous comments made by the Council to the draft scheme, provided in the Consultation Report (part of Highways England's Development Consent Order (DCO) application), provided in Appendix 1.
 - ii. Approve the Joint Local Impact Report (in Appendix 2) to be submitted to the DCO Examination.
 - iii. Approve the Written Representation (in Appendix 3) to be submitted to the DCO Examination.
 - iv. Delegate authority to the Director of Planning and New Communities to make further technical amendments in consultation with the Strategic Planning and Transportation Portfolio Holder.
 - v. Delegate authority to the Director of Planning and New Communities to prepare a Statement of Common Ground, in consultation with the Strategic Planning and Transportation Portfolio Holder.

Reasons for Recommendations

4. Improvements to the A14 are important for the delivery of the growth agenda, the economy, and to improve journey times and road safety for the travelling public. The road has a significant impact on the environment and economy of the district. The Council has a duty, as a Tier 1 authority, to be involved in the process for determining the Development Consent Order application.

Executive Summary

5. The A14 Cambridge to Huntingdon improvement scheme is classed as a Nationally Significant Infrastructure Project (NSIP). To build the scheme, Highways England (HE) must obtain consent by submitting a DCO application to the Secretary of State; this application was made on 31 December 2014. The Council has a duty to be involved in the process for determining the DCO application and has, to date,

submitted an Adequacy of Consultation report and Relevant Representation to the Planning Inspectorate.

6. As part of the examination process the Council is required to submit a Local Impact Report (a factual document that sets out the local policy context and impacts of the scheme) A joint Local Impact Report has been prepared with Cambridgeshire County Council, Huntingdonshire District Council and Cambridge City Council. The Council previously submitted a Relevant Representation, a short statement which outlined the Council's support for the scheme in principle and identified a number of matters of detail still to be addressed. There is now the opportunity to submit a Written Representation (a written statement making points of support or objection, and supporting information to justify the position). A Written Representation has been prepared reinforcing the Council's support for the scheme in principle, and elaborating on outstanding matters to be resolved through detailed design and/or points where further clarification is required. This report seeks approval of both documents for submission to the DCO examination.
7. The Council is also encouraged to submit a Statement of Common Ground with HE. As this is a technical document (outlining areas of agreement, disagreement and matters still under discussion) delegated approval is sought to prepare it in consultation with the Portfolio Holder.

Background

8. The A14 Cambridge to Huntingdon improvement scheme is classed as a Nationally Significant Infrastructure Project (NSIP). To build the scheme, Highways England (HE) must obtain consent by submitting a DCO application to the Secretary of State. A Development Consent Order application for the A14 Cambridge to Huntingdon was made on 31 December 2014. The A14 improvement scheme as submitted in the DCO application comprises:
 - Improvements to the Cambridge Northern Bypass
 - Widening the carriageway on the A14 between Girton and Swavesey
 - A new local access road between Girton and Swavesey
 - A new bypass to the south of Huntingdon and Godmanchester (the old road between Swavesey and Ellington will be de-trunked)
 - Removal of the road viaduct over the railway at Huntingdon
 - Changes to the local road connections within Huntingdon town centre
 - Widening a section of the A1 between Brampton and Alconbury.
9. As a key stakeholder and statutory consultee, the Council is required to respond at key stages. Key stages in the Planning Act 2008, as amended by the Localism Act 2011 are:

Pre-application – Between notifying PINS and submitting the DCO application, HE were required to carry out extensive consultation on their proposals. As well as ongoing Stakeholder engagement, there were two consultation stages; an informal consultation between 9 September and 13 October 2013, to which the Council's response was agreed by Cabinet on 4 October 2013. Following this, pre-application consultation was undertaken between 7 April and 15 June 2014. South

Cambridgeshire District Council made representations, agreed by Cabinet on 8 May 2014. In general the Council supported the need for the scheme, the chosen route alignment and provision of a local access road (with separate non-motorised user route alongside), and raised some concerns about matters of detail.

Acceptance – Once HE submitted their DCO application (31 December 2014) PINS had 28 days during which to decide whether or not to accept the application for examination. The Council was asked, in January 2015, to submit a statement on the Adequacy of Consultation to assist PINS in reaching a view. This was agreed by the Portfolio Holder on 12 December 2014. PINS accepted the application on 27 January 2015.

Pre-examination – Period during which individuals registered their interest in taking part in the examination and they could submit a Relevant Representation. Everyone registering their interest is invited to attend a Preliminary Meeting run and chaired by an Inspector. The Council submitted a Relevant Representation (a short statement to provide the Inspector with an indication of the issues the Council may have concerns about) in March 2015, agreed by the Portfolio Holder on 9 March 2015.

Reflecting the Pre-Application Response, the Council's Relevant Representation indicated that the Council supported the principle of the scheme, and advised that upgrades are urgently needed. A number of matters of detail were still to be addressed, and these were being explored with Highways England.

Examination – Starts with the Preliminary Meeting on 13 May 2015 and must be concluded within 6 months. Anyone that registered their interest (submitted a relevant representation) is invited to make more detailed Written Representation and/or attend hearing sessions if any are required.

The Preliminary Meeting was held on 13 May 2015. Attached to the notification letter is a draft timetable for the examination (included for information in Appendix 4), which will take place in the summer/autumn of 2015 and concludes on 13 November 2015.

Decision – PINS must report their recommendations within 3 months from the 6 month examination period. The Secretary of State then has 3 months to make a decision on whether to grant or refuse development consent.

Post Decision – Once the Secretary of State's decision has been issued there is a 6 week period during which the decision may be challenged in the High Court.

The examination process

10. Through the DCO process the Council is required to submit a Local Impact Report (LIR). This is a factual document that sets out the local policy context and the impacts (positive, negative and neutral) of the scheme, from the point of view of the Tier 1 authorities. A joint LIR has been prepared with Cambridgeshire County Council, Huntingdonshire District Council and Cambridge City Council.
11. The Council has until 15 June to submit the LIR, and to make a Written Representation on the DCO. During the Examination stage there is the opportunity for the Council to actively participate, by means of appearance at hearings.

Considerations

12. As a key stakeholder and a statutory consultee, the Council is required to respond at key stages in the DCO process. The Council's Relevant Representation reserved the Council's position to address a number of topic areas in more detail during the examination. The Council is now required to submit a Statement of Common Ground, LIR and Written Representation to PINS to assist the examination process.

Responses to previous comments by the Council on the A14 Scheme

13. The DCO application is accompanied by a Statement of Consultation. This explains the consultation that was undertaken during preparation of the scheme. It also includes responses to the issues raised during the consultation. Appendix 1 of this report includes an extract of responses to comments from South Cambridgeshire District Council. It highlights that a number of issues raised by the Council have been addressed.

Statement of Common Ground (SoCG)

14. Throughout the process, particularly in the lead up to submission of the DCO application, officers have been working with HE to address the concerns the Council raised in representations to the draft scheme in the Spring 2014. The submitted DCO application includes a number of changes, some of which address these earlier concerns.
15. The Council is encouraged to prepare a Statement of Common Ground with HE, to assist the examination process by identifying to the inspector where issues raised have been addressed to the satisfaction of the Council, or where there remains outstanding issues. This process has been commenced, and additional issues will be added if the Council raises further issues in its representations. It will evolve as the Examination progresses, particularly if HE resolve outstanding issues to the satisfaction of the Council such that they can be moved into common ground.
16. Delegated Authority is sought to prepare this document, in consultation with the Portfolio Holder.

Local Impact Report

17. Joint work on the LIR has demonstrated that some of the Council's initial concerns raised to the draft scheme in 2014 have been addressed. However, it has also raised some new issues.
18. The draft LIR is appended to this report for agreement (Appendix 2).
19. As the LIR is being produced jointly with three other local authorities, each will need to approve the report through their own internal processes. As a result, it is possible that further amendments may need to be incorporated before the LIR is submitted to PINS. Therefore delegated approval is sought to make any such technical amendments as the need arises (Recommendation iv).
20. Officers have been working to assess the scheme and likely implications and whether the mitigation measures proposed are adequate. The LIR in Appendix 2 provides more details on the expected impacts. Overall it is considered that the scheme delivers significant benefits, and where there are adverse impacts, mitigation or

compensation are proposed to address issues where this is possible. In a number of areas, some small-scale design changes have been proposed or further supporting information or mitigation measures are being sought.

Written Representation

21. In order to comment on the DCO application the Council will need to submit a written statement to the Examination, making points of support or objection, and supporting information to justify the position.
22. A draft Written Representation is appended in Appendix 3 for agreement. A summary of the issues is included below.

Summary of the Draft Written Representation

- The Need for the Scheme

South Cambridgeshire District Council supports the A14 Cambridge to Huntingdon Improvement scheme in principle. Improvements are needed as soon as possible to this critical piece of infrastructure to support growth.

- The Proposed Route

The Council supports the route, including the inclusion of a Local Access Road, and rejection of strategic alternatives.

The Council previously commented that HE should consider additional movements at the Girton Interchange, and if not part of this scheme the Route Based Strategy for the A428 should be brought forward urgently. HE advised these would be matters for an A428 Route Based Strategy, and not part of this A14 scheme. Highways England state that they continue to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest.

Upgrades to the A428 Caxton to A1, and an A428 'Expressway' scheme are included in the DFT Road Investment Strategy 2014. This should be used as an opportunity to explore and address these issues, and the Council will have an opportunity to pursue the issues through these processes.

The traffic modelling indicates that inclusion of west facing slip roads at the new junction with the A1198 draws traffic away from more minor village routes, and should be included.

- Provision for Non-Motorised Users (NMU)

Responding to issues previously raised by the Council, the Scheme commits to providing a NMU route along the LAR built to current best practice standards – this will be 3m wide between Fenstanton and Dry Drayton and 4m between Dry Drayton and A1307 Huntingdon Road, Cambridge. A verge will provide separation between the LAR and A14. The proposed route has been modified and improved in places and now links to Fenstanton, routes to Northstowe and north west Cambridge. These measures are supported, although there are some issues that could still be improved in the final design. Measures to address other routes,

including the reinstatement of routes previously severed by the original A14, are supported.

- Policy Context and Planned Development

The Transport Assessment and modelling work undertaken has accounted for planned growth sites, including Northstowe. The Bar Hill junction will now be constructed to serve Phases 1 and 2. The scheme includes 'passive provision' to accommodate the remainder of the development; the bridge at Bar Hill will be oversized, to enable future capacity to be added to accommodate Phase 3. This approach is supported.

Drainage arrangements around the development between Huntingdon Road and Histon Road (Darwin Green) have also been resolved, such that a pond is no longer proposed in the development area.

- Landscape Impacts

Whilst landscape mitigation will help restore the landscape fabric, there are areas where some additional landscaping is needed, for example to mitigate the impacts on All Saints Church, Lolworth (Grade II* Listed) and around new structures, such as gantries and bridges.

- Artificial lighting

Whilst the DCO includes an assessment of and mitigation for the impacts of lighting on landscape, flora and fauna, the Council is seeking clarification and further information on the potential impact on people and living conditions.

- Cultural Heritage

The Council is assured that appropriate surveying and assessment will be undertaken of the Listed milestones along the existing A14, and that these will be reinstated appropriately, close to their original location. As detailed above, further work is needed to address the impacts on the setting of Lolworth Church.

- Ecology

The Council supports the approach undertaken in utilising the 'avoidance of impact' as the first principle of mitigation. The scheme will provide a net gain in habitat which should benefit ecology and there will be no impact on designated sites within South Cambridgeshire.

- Noise

The scheme will improve the noise environment for many properties, particularly along the mainline between Girton and Swavesey. However, the Council is exploring whether a few properties, which are likely to continue to experience a high level of noise, can be appropriately mitigated. The Council is seeking clarification whether the Orchard Park noise barrier is fit for purpose and, if necessary, will be replaced. There are further technical issues on which clarification is being sought and others that will be addressed through the detailed design, such as the design and materials for noise barriers, with which the Council will want to be involved.

- Air quality

The Council is supportive that the scheme should meet the objectives of the joint Air Quality Action Plan and improve air quality. However, the Council is in discussion with HE about moving the monitoring station at Impington and seeking appropriate reimbursement of costs. The Council is also seeking clarification of the proposed post-scheme monitoring, including agreement of an appropriate baseline for future monitoring of PM₁₀ at Impington.

- Flooding and Drainage

The Scheme includes appropriate measures to address its impact on flood risk however, opportunities to help mitigate existing flood risk as part of the legacy of the scheme have not been taken.

- Minerals & Waste and Borrow pits

The Council is supportive of the principle of including borrow pits within the scheme to source materials locally, and accepts that the borrow pits broadly align with the Cambridgeshire Minerals and Waste Plan. However, the Council is seeking clarification of matters relating to mitigation of operational impacts of borrow pits, to ensure the amenity of local residents, and in relation to the reuse of the borrow pits and ensuring their longer term management.

HE has committed to reusing suitable materials from the development sites, including Northstowe, wherever possible. This will reduce the volume of materials to be brought in from further afield.

- Transport Assessment

Whilst the traffic model is very comprehensive, a number of technical points are being worked through responding to comments raised by the County Council. As a result, additional supplementary modelling work is currently being undertaken. The outcome of this work will be submitted to the PINS at a later date as supplementary information. At this stage there is no indication that these issues are significant, but the Council will reserve its position to comment on the detail when it is made available.

- Legacy

The Council notes and welcomes the objectives of HE to provide a long term positive legacy to local communities and businesses. However, the Council is seeking clarification from HE on legacy issues including, but not limited to, the design and quality of Non-motorised user provision and in relation to the restoration of borrow pits.

- Procedural issues

The DCO includes a number of Requirements (similar to planning conditions). The Council is seeking clarification on the Requirements as drafted to ascertain how matters of detailed design will be considered and approved, how the Code of Construction Practice and Local Environmental Management Plans will be agreed and enforced, and seeking more robust requirements consistent with the Councils' planning conditions.

Options

23. It is a requirement that the Council submit a LIR and Written Representation early in the examination to accord with the PINS timetable.

The Portfolio Holder can approve the LIR and Written Representation as contained in Appendices 2 and 3 respectively, or can suggest amendments to either or both of the documents.

Implications

24. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial

25. The Council has made a financial commitment to the project of £5million. This contribution will be funded from anticipated New Homes Bonus receipts.

Legal

26. The Council has a role in the Development Consent Order application process to assist the Planning Inspectorate.

Staffing

27. As there are significant issues for the District, officers will need to continue to be involved during the Examination process.

Risk Management

28. The A14 scheme is important to the delivery of development in the district, including Northstowe.

Climate Change

29. There will be an increase in carbon emissions as a result of the highway improvements due to increased speed and travel distances.

Consultation responses (including from the Youth Council)

30. There has been ongoing engagement with HE during development of the scheme. There have been a number of presentations by HE to Members.
31. A number of Council services have been consulted in the preparation of this report, including New Communities and Planning and Environmental Health.

Effect on Strategic Aims

Aim 2 - We will work with partners to create opportunities for employment, enterprise, education and world-leading innovation

32. Capacity of the A14 is an important issue for the economy of the area, and the delivery of the development strategy for the area.

Aim 3 - We will make sure that South Cambridgeshire continues to offer an outstanding quality of life for our residents

33. The A14 is a key part of the transport infrastructure of the area, and impacts on quality of life.

Appendices

Appendix 1 - Responses to previous comments made by the Council provided in the Consultation Report

Appendix 2 - Draft Local Impact Report

Appendix 3 - Draft Written Representation

Appendix 4 – Draft A14 Examination Timetable (extract from Preliminary Meeting notification letter)

Background Papers

The A14 Cambridge to Huntingdon improvement scheme Development Consent Order application documents can be found on the Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/?ipcsection=overview>

Letter from the Planning Inspectorate notifying of the Preliminary Meeting:

<http://infrastructure.planningportal.gov.uk/wp-content/ipc/uploads/projects/TR010018/2.%20Post-Submission/Procedural%20Decisions/Rule%206.pdf>

Strategic Planning and Transportation Portfolio Holder Decision March 2015 on Relevant Representation:

<http://moderngov/mglIssueHistoryHome.aspx?IId=47408&Opt=0>

Strategic Planning and Transportation Portfolio Holder Decision December 2014 on Adequacy of Consultation report:

<http://moderngov/ieDecisionDetails.aspx?ID=9449>

Cabinet 8 May - A14 Improvements - response to Highways Agency consultation:

<http://moderngov/documents/s75631/A14%20consultation%20response.pdf>

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**Extracts from the A14 Cambridge to Huntingdon
Improvement Scheme Consultation Report**

**Highways England responses to
comments by South Cambridgeshire District Council**

Appendix 1

Extracts from the A14 Cambridge to Huntingdon Improvement Scheme Consultation Report - Highways England responses to comments by South Cambridgeshire District Council

Consultation Report Page	Summary of Issue Raised by South Cambridgeshire District Council	Highways England Response
89	South Cambridgeshire District Council support improvements at the earliest opportunity. It is important to address improvements as soon as possible. Improvements are necessary to deliver the local growth agenda, improve journey time and road safety.	Support noted. The Highways Agency is committed to delivering the scheme to a demanding programme, which seeks to be open to traffic by the end of 2019.
108	South Cambridgeshire District Council and Cambridgeshire County Council supported the proposed route as the most appropriate solution.	Comments noted. The scheme has been designed to accommodate forecast development growth within Cambridgeshire up to the year 2035.
118	South Cambridgeshire District Council noted that impacts on existing communities should be fully considered.	Comment is duly noted. An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> .
122	South Cambridgeshire District Council noted that air quality issues should be addressed in consultation with local authorities. Arrangements should be made for post scheme monitoring of air quality.	Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the Environmental Statement (doc 6.1). The assessment in summary concludes no significant effects occur as a result of the scheme. The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment, safety, economy, accessibility and integration.
129	South Cambridgeshire District Council requested that drainage measures should be coordinated with planned developments.	A flood risk assessment has been undertaken and is appended to the Environmental Statement (doc 6.1). Ongoing engagement with the Environment Agency would ensure that the scheme would be coordinated with other developments.
133	South Cambridgeshire District Council and Cambridgeshire County Council requested	Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part the EIA, which is reported in the Environmental

	that the Highways Agency works with the Council regarding environmental impacts and mitigation.	Statement (doc 6.1). The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities, including South Cambridgeshire District Council and Cambridgeshire County Council, in undertaking this assessment. The findings of the EIA and mitigation proposals were shared with these stakeholders prior to the submission of the Development Consent Order application. Ongoing engagement will be held with environmental stakeholders to further discuss environmental impacts and mitigation.
133	South Cambridgeshire District Council suggested that the recycled materials from development sites are utilised.	Imported materials would be sourced with consideration for recycled content and transportation requirements. Alternatives to primary aggregates would be investigated at the detailed design stage, including local construction, demolition and excavation waste and opportunities to reuse materials from major development sites in the area.
139	South Cambridgeshire District Council requested that post completion noise monitoring is planned.	The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects, including in relation to noise impacts, and publishes the reports on its website.
142	South Cambridgeshire District Council requested further environmental information in order to consider the proposed scheme.	A preliminary environmental information report was published in April 2014 to provide a preliminary account of environmental issues. Staff and specialists were also available at exhibition events held during the consultation to answer any queries. Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement (doc 6.1). The Highways Agency has engaged a range of key environmental stakeholders including local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application.
234	South Cambridgeshire District Council (hosting authority – “B”) supported the provision of west facing slip roads at the A1198/Ermine Street junction.	Support is duly noted.
267	South Cambridgeshire District Council (hosting authority – “B”) support efforts to maintain and reconnect NMU routes. The Council also requested that any improvements to the Histon junction should	Support duly noted. Histon junction would include signalised NMU crossings of the west and east facing slip roads as in the existing arrangement, and would maintain the continuous north/south NMU facilities across the junction on both sides.

	consider the needs of cyclists, and seek to improve safety.	
286	South Cambridgeshire District Council (hosting authority – “B”) noted that impacts on Cambridge and its setting as a historic setting need to be considered as part of the landscape assessment.	A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in Chapter 10 of the Environmental Statement (doc 6.1). Wider landscape impacts and local landscape character have been considered as part of the LVIA and in the design of a range of mitigation measures integral to the scheme. These include ground shaping and extensive tree and shrub planting to screen where appropriate the highway and traffic flow, and to integrate the scheme into the wider landscape.
287	South Cambridgeshire District Council (hosting authority – “B”) noted that mitigation measures need to be considered in relation to the NIAB/Darwin Green development.	Impacts on the environment as a result of the construction and operation of the scheme have been assessed and are reported in the Environmental Statement (doc 6.1). Mitigation measures in relation to NIAB/Darwin Green have been considered, including review of a previously proposed balancing pond and noise and vibration mitigation proposals.
288	Cambridgeshire County Council (hosting authority – “C”), South Cambridgeshire District Council (hosting authority – “B”) and Cambridge City Council queried the design of the Histon and Milton junctions.	The scheme includes additional capacity to both Histon and Milton junctions to ensure that the junctions would have sufficient additional capacity for the forecast increase in traffic flows and does not make congestion worse. There has been ongoing technical consultation with Cambridgeshire County Council, the relevant highway authority regarding proposed highway layouts.
290	Further improvements to NMU provision should be provided, with increased crossings especially in regard to junctions. Cambridge City Council (hosting authority – “B”) suggested an on or off-road cycle provision, safety improvements to junctions or increased/enhanced cycle and pedestrian crossings. South Cambridgeshire District Council (hosting authority – “B”) suggested that the new NMU route should be linked to existing and planned cycle routes.	NMU links, provided by the scheme, would enhance cycle and pedestrian access and link up to existing and planned routes. The provision of an NMU route running parallel to the Cambridge Northern Bypass is not within the scope of the scheme. This is due to the conclusion that the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this. It should be noted that NMU routes to avoid the bypass are in place already linking Milton with Huntingdon (via guided bus link), Milton to A428, and Milton to Girton and Bar Hill (via Cambridge).
306	South Cambridgeshire District Council noted that careful landscape treatment would be required where the local access road would be in close proximity to the A14	An assessment of the impacts on the landscape has been undertaken and is reported in chapter 10 of the Environmental Statement (doc 6.1). Since the formal consultation a strip of grassland has been added either side of the local access road, providing a buffer to the A14. Without extending the land take it would not be practicable to add

312	near the Buckingham Business Park. South Cambridgeshire District Council and Cambridge City Council expressed support for the NMU provision.	further landscaping works. Support is duly noted.
312	South Cambridgeshire District Council sought confirmation that a high quality NMU route would be provided, similar to that alongside the Guided Busway.	A continuous shared NMU facility segregated from the carriageway would be provided between Fenstanton and the A1307 Huntingdon Road, Cambridge. Links to Northstowe and Lolworth and connections to existing and severed bridleways are proposed. Two dedicated NMU bridges crossing the A14 at Bar Hill and Swavesey would also be provided. The NMU facilities are designed in accordance with recognised design standards (e.g. Sustrans) and through engagement with Cambridge County Council. The proposals provide a balance between appropriate provision and cost. The access track would be 3.5m wide with passing points provided to allow oncoming vehicles to pass. It would not be economically justified to provide significantly wider NMU routes including segregation of equestrians, although verges would be provided at the rear of the NMU route. Appropriate uncontrolled and controlled crossings would also be provided. An NMU route serving Lolworth would be provided adjacent to Robin's Lane.
366	South Cambridgeshire District Council highlighted that the proposals do not provide additional movements between the A428 (eastbound) and M11 (southbound) at Girton interchange.	The proposals for Girton interchange do not include provision for additional movements between the A428 (eastbound) and M11 (southbound) due to associated costs and environmental impacts. Alternative routes are provided between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13. The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest.
366	South Cambridgeshire District Council commented that the Highways Agency should consider additional movements between the A438, M11, A1 and A14. They also commented that the A1303 should be upgraded to accommodate trunk road traffic.	The scheme does not include provision for movements that are not currently provided such as the A428 to M11 or improvement outside the scheme boundary. The Highways Agency will target future improvements in the area where need is greatest. The design of the Girton interchange does not preclude the movements being added at a later date.
363	South Cambridgeshire District Council	A network of NMU connections around the Girton interchange area would allow

	raised concerns over the provision for NMU at Girton interchange, noting that there is a high number of NMU users in the area.	interconnection of all the NMU routes. The proposed routes are shown at Sheet 21 of the General Arrangement Plans (doc 2.2) and include a shared footpath/cycle path from Weavers Field to Girton Accommodation Bridge, a signalised crossing facility at the A1307 and a new bridleway from footpath Girton 5 to bridleway Madingley 2.
422	South Cambridgeshire District Council (hosting – “B”), land interests and community consultees stated that the information provided was inadequate and that more information was required.	At the commencement of the formal consultation period (April 2014) preliminary environmental and traffic information documents were published and made available on line and at a range of consultation venues. These provided an initial statement of the main environmental and traffic information available for the scheme area. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. This has included the sharing of updated traffic and environmental information, including in October 2014 drafts of the Environmental Statement (doc 6.1), prior to the submission of the DCO application.
425	South Cambridgeshire District Council (hosting – “B”), Lolworth Parish Council, Boxworth Parish Council and community consultees raised concerns relating to the impact of planned developments including those within Suffolk and Northstowe.	The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in the period up to 2035. Growth outside the study area has been considered by use of the Cambridge Sub-Regional Model (CSRM). It includes population, housing and employment growth forecasts. Consequently, development growth in Suffolk (and elsewhere along the A14 corridor) and the Northstowe development is allowed for in the Agency's traffic forecasts, (although individual developments have not been specifically considered outside of Cambridgeshire).
433	South Cambridgeshire District Council (hosting – “B”) specifically noted that developments such as Waterbeach, Bourn Airfield and Cambourne West have not been included in the traffic modelling.	The Highways Agency's traffic forecasts have been produced using a strategic highway assignment model, known as CHARM (Cambridge to Huntingdon A14 Road Model). This has been updated since the public consultation events in May/ June 2014 and has been validated against traffic conditions. The model performance against DfT guidance is significantly enhanced and therefore there is greater confidence in the underlying traffic representation. Since the formal consultation, further engagement has taken place with the local planning authorities in Cambridgeshire regarding future development assumptions. The advice received indicates that a number of other developments, including the developments at Waterbeach, Bourn Airfield and Cambourne West are now considered 'more than likely' to go ahead. These developments have therefore been included within the traffic modelling and amendments have been made to the design to ensure that the scheme would accommodate these developments.

Consultation Report Appendix E Page	Summary of Issue Raised by South Cambridgeshire District Council	Highways England Response
E5A Page 6 of 140	It is important to address improvements to the A14 as soon as possible. Improvements to the A14 are necessary in order to deliver the local growth agenda, and improve journey times and road safety for the travelling public. The A14 between Cambridge and Huntingdon is a vital route of international, national, regional, and local importance, and needs to be improved urgently.	Support is duly noted. It is anticipated that the statutory DCO process would be complete towards mid-2016, allowing a construction start on site in 2016 with the road open to traffic by 2020.
E5B Page 10 of 235	In principle the route option with on-line widening from Milton to Swavesey and a Huntingdon southern bypass is supported. The Council supports the rejection of alternative route alignment options, in particular the use of the A428 / A1198.	Support for the scheme duly noted.
E6b Page 17 of 203	The Highways Agency is urged to fully consider impacts on existing communities.	<p>The scheme aims to improve access and safety of travel for local people, enabling better connected communities and unlocking economic growth. It would help to keep heavy, through-traffic away from urban and village roads, providing people with less congested and safer access to services and amenities. In addition, the new links provided by the scheme would enable safer, more extensive routes for non-motorised user (NMU)</p> <p>An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets, including existing communities. The findings of this assessment are reported in Chapter 16 of the Environmental Statement. Mitigation measures are proposed throughout the Environmental Statement where significant adverse effects are considered likely with respect to local communities.</p>
E6b Page 17 of	The Highways Agency should continue to	Likely significant effects on the environment as a result of the construction and

<p>203</p>	<p>work with the Council on local environmental issues such as noise, artificial lighting, air quality, contaminated land, drainage and water environment (including SCDC award drains), ecology, heritage, and landscape impact as the scheme progresses including consideration of the interrelationships between these issues and cumulative effects.</p>	<p>operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly.). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation. The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the Environmental Statement. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the Environmental Statement.</p>
<p>E6b Page 18 of 203</p>	<p>The scheme should support and utilise the recycling of materials from development sites.</p>	<p>Materials use has been taken into account during the planning and design of the scheme. Chapter 13 of the Environmental Statement provides an assessment of the likely significant effects associated with the use of material resources and the generation of waste.</p> <p>The scheme is a major infrastructure project and as such, construction would require the use of large amounts of materials and would generate waste which would need to be reused, recycled or disposal. Large quantities of earth would be moved during construction. Excavated material from cuttings and flood compensation areas would be used as fill material in embankments. Imported materials would primarily comprise blacktop, concrete and steel.</p> <p>Six borrow pits would be used to supplement the fill requirement. These are located close to the point of use along the route of the scheme to reduce usage of heavy vehicles. Imported materials would be sourced with consideration for recycled content and transportation requirements.</p> <p>Alternatives to primary aggregates would be investigated at the detailed design stage, including local construction, demolition and excavation waste recycling sites, and opportunities to reuse materials from major development sites in the area such as the new settlements of Northstowe, Waterbeach, Bourn Airfield and Network Rail's Whitemoor distribution centre. Haul routes would be agreed with the local authorities and would avoid unsuitable roads.</p>

		<p>The contractors would be required to implement site specific waste management plans and to maximise diversion from landfill by re-use, recycling and recovery.</p> <p>The contractors would record and monitor their environmental performance and compliance with regulatory controls.</p>
<p>E6b Page 18 of 203</p>	<p>The Highways Agency should make arrangements for post scheme completion monitoring of local air quality impacts in partnership with the local authorities. In addition, the Highways Agency should provide for the suitable relocation of air quality monitoring equipment where current locations are no longer suitable due to implementation of the scheme.</p>	<p>The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including air quality), safety, economy, accessibility and integration. The potential need to relocate the Impington monitor will be discussed with the local authority.</p>
	<p>The Highways Agency are urged to work with the Council to consider opportunities to avoid or reduce environmental effects at source, and to enable the most effective mitigation of those adverse effects that cannot be avoided, including the mitigation of direct and indirect impacts during the construction phase.</p>	<p>Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly. The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation.</p> <p>The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the Environmental Statement.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the Environmental Statement.</p>
	<p>The Highways Agency should make arrangements for post scheme completion monitoring of local air quality impacts in</p>	<p>The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including air quality), safety, economy, accessibility and integration. The potential need to relocate the Impington monitor will</p>

	partnership with the local authorities. In addition, the Highways Agency should provide for the suitable relocation of air quality monitoring equipment where current locations are no longer suitable due to implementation of the scheme.	be discussed with the local authority.
E6b Page 19 of 203	Drainage measures and treatments need to be effectively coordinated with planned developments, to ensure effective mitigation.	A flood risk assessment has been undertaken and is appended to the Environmental Statement. In summary this assessment has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas. These mitigation measures have been added to the scheme where necessary following the consultation and ongoing engagement with the Environment Agency. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme. Ongoing engagement with the Environment Agency will ensure that the scheme would be coordinated with other developments. Chapter 18 of the Environmental Statement presents the results of an assessment of cumulative impacts and impact interactions of the scheme in combination with other reasonably foreseeable developments in the area. Cumulative effects could occur where other developments result in increased flood water levels on the same water bodies.
E6b Page 20 of 203	The Highways Agency should make arrangements for post scheme completion monitoring of traffic noise impacts in partnership with the Local Authorities.	The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including noise), safety, economy, accessibility and integration.
E6b Page 22 of 203	Further information is required in order for the Council to consider the details of the proposed scheme.	Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement</i> . The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application. Details regarding the proposed A14 improvement scheme are provided in Chapter 3 of the <i>Environmental Statement</i> .
E6b Page 22 of	The Highways Agency are urged to fully	An assessment of the likely significant cumulative effects of the scheme with other

203	consider planned developments along the route.	<p>reasonably foreseeable developments within the vicinity of the A14 Cambridge to Huntingdon improvement scheme has been undertaken and is reported in Chapter 18 of the Environmental Statement.</p> <p>The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely.'</p> <p>Details of these developments have been provided by the local planning authorities in Cambridgeshire.</p>
E9 Page 14 of 132	<p>Support for the provision of west facing slip roads at the A1198 / Ermine Street junction if the modelling demonstrates they are necessary and will not adversely impact on local villages.</p>	<p>If west facing slips are not provided at the A1198 junction, this would result in traffic on the A1198 and from surrounding villages that wishes to travel west on the A14 or north on the A1 having to travel east to Swavesey or on the existing A14 through Huntingdon in order to access the strategic road network. Some traffic may also use the A428 to access the A1 at St Neots. This would increase traffic flows on the A428, the local roads through Huntingdon and would also put additional traffic on the local roads around Swavesey. This issue would be exacerbated by the proposed developments at Bourne Airfield and further expansion of Cambourne.</p>
E10 - 8 of 75	<p>Provision for non-motorised users will be a key legacy of the A14 scheme. Efforts to maintain existing routes and reconnect routes severed by the original A14 are supported, in particular the inclusion of bridges for non-motorised users at Swavesey and Bar Hill junctions. Any improvements to the Histon junction should consider the needs of cyclists, and seek to improve safety.</p>	<p>Under the scheme, existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. Existing NMU routes which connect into the A14 between Swavesey and Girton would be reconnected or diverted. Histon junction would include signalised NMU crossings of the west and east facing slip roads as in the existing arrangement, and would maintain the continuous north/south NMU facilities across the junction on both sides.</p> <p>Following consultation several improvements to the NMU routes have been implemented including modifications at Swavesey NMU bridge to remove conflicts at Cambridge Services roundabout, improvement of NMU provision on Robin's Lane bridge to include equestrian provision, better NMU provision on the existing Dry Drayton Bridge and the diversion of Footpath 15/5 to Bar Hill.</p>
E11 - 8 of 87	<p>The Council and the developers of the NIAB/ Darwin Green scheme should be consulted in order to deliver the best solution in terms of noise mitigation, drainage and masterplanning.</p>	<p>Ongoing informal engagement has taken place with local authorities and other key stakeholders since the formal consultation. This would be continued through the DCO process and would address this request.</p>
E11 – 9 of 87	<p>The Preliminary Environmental Information Report identifies that, overall, the landscape</p>	<p>A landscape and visual impact assessment (LVIA) has been undertaken and is reported in Chapter 10 of the Environmental Statement. Wider landscape impacts,</p>

E11 – 10 of 87	<p>in this area is considered to be of low to moderate value and sensitivity. The Scheme needs to consider the wider impacts on Cambridge and the setting of the historic city, as well as the villages along the route, to reflect the local landscape character. This should include exploring off-site planting and mitigation where appropriate.</p>	<p>including impacts on the green belt surrounding Cambridge, which forms part of the setting of the city, and local landscape character have been considered as part of the LVIA and in the design of a range of mitigation measures integral to the scheme, which include ground shaping and extensive tree and shrub planting to screen where appropriate the highway and traffic flow, and to integrate the scheme into the wider landscape. Wherever necessary to achieve the required mitigation sufficient land has been included in the scheme boundary. It is not therefore necessary to rely upon any off site planting to deliver the mitigation and hence offsite planting does not form part of the Development Consent Order application.</p> <p>The environmental mitigation proposals can be seen in the Outline Environmental Design drawings contained in Figure 3.2 of the Environmental Statement.</p>
	<p>Development is allocated on the Cambridge Northern Bypass between Huntingdon Road and Histon Road immediately south of the A14 (NIAB / Darwin Green) within the adopted South Cambridgeshire Local Development Framework. The plan seeks environmental noise attenuation in the form of landscaped earth mounds / bunds rather than noise barrier fencing, recognising the impacts on the Green Belt setting of the historic City of Cambridge.</p>	<p>A noise impact assessment has been undertaken and is reported in Chapter 14 of the Environmental Statement. Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation including the alignment and cuttings, low noise road surfacing and landscape earthworks to mitigate visual impact and reduce noise.. Additional noise mitigation measures have been added to the scheme design since the consultation period, in response to consultation feedback and the technical assessment work. In addition appropriately designed highways standard noise barriers, would be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy.</p> <p>Provision of barriers has taken account of benefit compared to cost, engineering practicability, other environmental impacts caused by the barriers and stakeholder consultation.</p> <p>Views are currently largely of an open nature between the A14 Cambridge Northern Bypass and the landscape to the south in this location. Scattered vegetation south of the A14 Cambridge Northern Bypass would mostly be retained, and proposed hedge/tree planting would be implemented where space allows improving screening of traffic and softening of the proposed noise barrier at Woodhouse Farm and Orchard Close. It is not considered that the scheme would significantly affect the existing visual relationship between the A14 Cambridge Northern Bypass in this location and the landscape to the south, or the green belt setting of the historic city of Cambridge. It is not therefore considered that environmental bunds are necessary in this section to provide visual mitigation for the scheme.</p>

E11 – 10 of 87	The drainage pond at Woodhouse Farm could affect the successful implementation of the NIAB/ Darwin Green scheme.	The balancing pond referred to has been removed as part of scheme revisions in response to the consultation feedback and this no longer poses an issue.
E11 – 10 of 87	<p>The Highways Agency should consider general opportunities to improve the functions of the Histon and Milton junctions, including for Non-Motorised Users (NMU). Improvements to the Milton junction should not prejudice the delivery of Waterbeach New Town. This is identified in the Submission South Cambridgeshire Local Plan and is likely to require junction improvements.</p>	<p>The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in Cambridgeshire.</p> <p>The scheme would enhance capacity at Milton junction by improving the west facing slip roads, adding a dedicated left turn to the A10 north and adding an extra lane over the east bridge on the circulatory. This would ensure that, despite the forecast increase in traffic flows at these junctions, future conditions with the scheme would be no worse than if the scheme does not go ahead.</p> <p>The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Improvements at Histon Junction roundabout have been provided; a third flare for the B1049 Cambridge Road North on the approach to the roundabout has been added to improve capacity. This would ensure that, despite the forecast increase in traffic flows at these junctions, future conditions with the scheme would be no worse than if the scheme does not go ahead.</p> <p>The provision of NMU facilities on the northern side of the Cambridge Northern Bypass has been considered by the project team in conjunction with Cambridgeshire County Council. On conclusion the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this.</p> <p>However, Histon junction would include signalised NMU crossings of the slip roads as in the existing arrangement, and would maintain the continuous NMU facility across the junction on both sides</p> <p>It is intended that all NMU traffic using the route at Milton Junction would use the high quality route across the Jane Coston Footbridge, thereby avoiding user safety issues at the heavily trafficked roundabout..</p>
E11 Page 12 of 87	The new NMU route should be linked to existing and planned cycle routes. For North West Cambridge this should include the NIAB / Darwin Green developments.	The provision of NMU facilities on the northern side of the Cambridge Northern Bypass to link into the Darwin Green development has been considered by the project team in conjunction with Cambridgeshire County Council. On conclusion the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this.
E12 Page 5 of	Careful landscape treatment will be	An assessment of the impacts of the scheme on the landscape has been undertaken

53	required where the local access road will be in close proximity to the A14 near the Fenst. Further detail is needed to understand the impact and to ensure a quality environment for local users, including NMU.	and is reported in Chapter 10 of the <i>Environmental Statement</i> . Landscaping works are proposed to lessen the landscape and visual impacts. Carefully designed environmental bunds and extensive tree and shrub planting would help to screen the highway and traffic flow, and to integrate the scheme into the wider landscape. Since the formal consultation a strip of grassland has been added either side of the local access road, providing a buffer to the A14. Without extending the land take it would not be practicable to add further landscaping works. Details of the environmental mitigation can be found in the Outline Environmental Design drawings contained on Figure 3.2 of the <i>Environmental Statement</i> . Support is duly noted.
E12 Page 6 of 53	Provision of a Local Access Road is important to ensure local residents can access settlements in South Cambridgeshire conveniently when the A14 has fewer junctions than at present and to improve traffic flow on the A14.	
E12 Page 6 of 53	Supportive of the proposed NMU route along the local access road for the following reasons: <ul style="list-style-type: none"> • It offers a legacy opportunity to promote NMU and support a modal shift away from the car. • It will support multi modal improvements envisaged by the original CHUMMS Report. • Infrastructure needs to reflect the fact that cycling levels are significantly higher in the Cambridge area than the UK average. 	Support duly noted. Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane.
E12 Page 7 of 53	Confirmation is sought from the HA that a high quality route will be provided, similar to that alongside the Guided Busway.	Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing

		<p>NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. The NMU facilities would be designed in accordance with the Highways Agency's Standards, the Design Manual for Roads and Bridges for the provision of facilities for non-motorised users. The NMU route along the local access road would be a high quality, paved, 3m to 4m wide shared use facility segregated from the carriageway.</p> <p>The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i>. The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.</p>
<p>E15 Page 3 of 48</p>	<p>The proposed scheme does not provide additional movements between the A428 (E) and M11 (S) at the Girton interchange.</p>	<p>A toucan crossing facility would be provided at this crossing point to cater for the NMU movements. Additionally, Cambridgeshire County Council proposes to convert Foot Path Girton 5 and Foot Path Girton 4: to bridleways to link to the wider facilities being provided north and west of Girton interchange as part of the scheme. A shared use link would also be provided on the east side of A1307 to link the toucan crossing to Foot Path Girton 5 (to become a bridleway).</p>
<p>E15 Page 3 of 48</p>	<p>Concerns regarding provision for cyclists and pedestrians between Foot Path Girton 5 and Foot Path Girton 4:</p> <ul style="list-style-type: none"> • The A1307 will be a busy and fast-moving dual carriageway and it will not be easy or safe to cross. • The scheme should consider pedestrian and cycle links across the Huntingdon Road, in particular linking up with the toucan crossing planned for the access road to the North West Cambridge development. <p>There will be significant numbers of pedestrian and cycle movements in this area.</p>	
<p>E15 Page 4 of 48</p>	<p>Confirmation is sought that the bridleway at the western edge of the new A14 link will have a hard surface.</p>	<p>Following consultation with Cambridgeshire County Council it was agreed that the bridleway would have a compacted, loose material surface to cater for all NMU users.</p>
<p>E15 Page 4 of 48</p>	<p>The Highways Agency should consider additional movements at the Girton</p>	<p>The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the</p>

	interchange, principally A428 to A14, and A428 to M11, particularly in light of growth plans in the A428 corridor in South Cambridgeshire and beyond.	scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i> . The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13.
E15 Page 4 of 48	If the Route Based Strategy for the A428 is not included in the proposals it should be brought forward urgently to address the link between the A428 / A1307 and the M11.	Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 5 of 48	The Highways Agency should upgrade the A1303 to accommodate trunk road traffic.	Improvements to the A1303 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 5 of 48	The Highways Agency should consider the options for improvements to increase capacity on the A428 between Caxton Gibbet and the A1.	Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 6 of 48	Additional movements at Girton interchange should be addressed as part of the current scheme.	The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i> . The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13.
E18 Page 12 of 215	It will be important that the environmental impacts of borrow pits are fully explored, and particularly mitigation measures during their use. Where practicable these should be returned to agriculture. Future purpose and management of these areas should be identified from the outset where not being returned to agriculture. The Highways Agency should explore fully the opportunities they provide for biodiversity and amenity, including consulting with local communities, having regard to long-term management and maintenance.	An environmental impact assessment (EIA) has been conducted across the scheme including around borrow pits, details of which can be found in the <i>Environmental Statement</i> . During construction, contractors would work in accordance with the <i>Code of Construction Practice</i> which sets out measures which would help mitigate and control impacts as a result of construction. Restoration of the borrow pits is proposed as part of the scheme. Further detail on the proposed borrow pits is reported within Appendix 3.3 of the <i>Environmental Statement</i> , which provides background to the restoration design of the borrow pits. Restoration of the borrow pits have two main objectives: providing future agricultural or recreational possibilities (such as walking or fishing), and contributing to biodiversity, with the balance determined by local factors.

E18 Page 14 of 215	The Proposed Scheme General Arrangement maps need to be clarified and improved to include ecological mitigation areas and special land categories.	The general arrangements drawings would be further developed as the scheme progresses. In order to improve drawing clarity, only certain layers have been selected for these drawings. Plans setting out special category land can be found at Document Reference 2.11, and mitigation drawings can be found within the Environment Statement.
E18 Page 16 of 215	It is essential to take into account all future development aspirations including within Suffolk and Northstowe.	The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development in Cambridgeshire that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities. Growth outside the study area has been considered by use of the Cambridge Sub-Regional Model (CSRM). It includes population, housing and employment growth forecasts. Consequently, development growth in Suffolk (and elsewhere along the A14 corridor) is allowed for in the Agency's traffic forecasts, although individual developments have not been specifically considered outside of Cambridgeshire.
E18 Page 18 of 215	In response to the decision to remove tolling, the Council is pleased that local residents would no longer be charged to use the road.	Support for the scheme is duly noted.
E18 Page 18 of 215	The new route must deliver segregated cycling provision of a high quality, reflecting best practice standards rather than minimum standards. This includes delivering a path of suitable width, surfacing, separation from the road carriageway (by grass verge or hedge), and junction standards, to accommodate high volumes of cyclists safely and conveniently. Desire lines of users should be considered through the design process, rather than designing the route an afterthought. There are a number of locations along the route where this needs further consideration.	Approximately 30 km of new NMU facilities accessible to cyclists would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane.
E18 Page 22 of 215	Developments such as Waterbeach, Bourn Airfield and Cambourne West have not	Interim traffic forecasts were presented at the formal consultation. Since the formal consultation further consultation has taken place with the local planning authorities in

	<p>been included in the traffic modelling.</p>	<p>Cambridgeshire regarding future development assumptions. The latest advice received from the local planning authorities indicates that a number of other developments, including the developments at Waterbeach, Bourn Airfield and Cambourne West are now considered 'more than likely' to go ahead. These developments have therefore been included within the traffic modelling and amendments have been made to the design to ensure that the scheme would accommodate these developments.</p>
<p>E18 Page 28 of 215</p>	<p>The Highways Agency should continue to work with the Council on local environmental issues such as noise, artificial lighting, air quality, contaminated land, drainage and water environment (including SCDC award drains), ecology, heritage, and landscape impact as the scheme progresses including consideration of the interrelationships between these issues and cumulative effects.</p>	<p>Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly.). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement</i>. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation. The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the <i>Environmental Statement</i>. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the <i>Environmental Statement</i>.</p>

Joint Local Impact Report

**produced by
Cambridgeshire County Council
Huntingdonshire District Council
South Cambridgeshire District Council
Cambridge City Council**

2. Executive Summary

2.1. Description of the proposals

2.1.1. The scheme includes proposals that seek to meet the objectives set out in plan:

- A bypass to the south of Huntingdon and Godmanchester
- Carriageway widening on the existing A14 between Swavesey and Girton and improvements to the Cambridge Northern Bypass
- Junction improvements and the widening of the A1 trunk road between Brampton and Alconbury and new local access roads
- De-trunking of the existing A14 just west of Brampton Hut to and Swavesey
- Removal of the road viaduct over the East Coast mainline at Huntingdon
- Changes to the local road connections in Huntingdon town centre

2.2. The Existing Characteristics

2.2.1. The landscape in the scheme area is made up of agricultural farmland, natural features such as the river Great Ouse and Brampton Wood, the A1, A14 and East Coast Mainline, the market towns of Huntingdon and Godmanchester, surrounding villages and other residential areas and settlements, commercial business parks and recreational sites such as Hinchingsbrooke Country Park, Fenstanton Lakes, Buckden Gravel Pits County Wildlife Site and Milton Country Park.

2.2.2. The largest settlements are Huntingdon to the west and Cambridge to the east. Between these urban areas lie numerous settlements including, the Hemingfords, Swavesey, Fenstanton, Fen Drayton, Longstanton, Oakington, Girton, Histon and Impington and Milton, all north of the A14, with Hilton, Conington, Boxworth, Lolworth, Bar Hill, Dry Drayton, Madingley, Girton and Orchard Park all south of the existing A14. South of Huntingdon lie the settlements of the Offords, Buckden, Brampton and Godmanchester.

2.2.3. In terms of cultural heritage the Earthwork on Mill Common, Huntingdon and Huntingdon Castle are both known archaeological assets classified as Scheduled Monuments. There are several important historic buildings through the scheme area including Huntingdon Station, Huntingdon Bridge, All Saints Church, Lolworth as well as two conservation areas in Godmanchester¹.

2.2.4. The ecological assets of the area include Sites of Special Scientific Interest at Brampton (Brampton Meadow, Brampton Wood and Brampton Racecourse) Madingley Wood,

¹ Cambridgeshire Historic Environment Record (CHER), Cambridgeshire County Council (2014)

Portholme, St Neots Common and Paxton Pits. The Ouse Washes is considered a wetlands site of international importance (RAMSAR). In addition to the statutory designated sites there are County Wildlife Sites at Buckden Gravel Pits, Fenstanton Pit, along the River Great Ouse and at Fen Drayton Gravel Pits among others². In terms of species the White spotted pinion moth, the common toad and Cetti's warbler are section 41 listed species present in the local area³, while the cuckoo is also a species of County Value with habitat in the scheme area.

2.2.5. In terms of the existing noise environment there are approximately 23 areas along the A14 corridor which have been classified as 'Important Areas' by the Department for Environment, Farming and rural Affairs (Defra) on account of the existing noise environment⁴. These areas are at Alconbury, Brampton, Huntingdon, Godmanchester, Hemingford Abbot, Fenstanton, Swavesey, Dry Drayton, Girton, around the Cambridge Northern Bypass and in Impington. Traffic noise from the A14 is the main contributor to the local noise environment at these locations. There are a number of other settlements along the route which experience noise from local road traffic and the East Coast mainline, such as Buckden and the Offords, Brampton, Bar Hill and Orchard Park.

2.2.6. Air Quality management Areas (AQMA) exist in Huntingdon, Brampton, on the A14 near Fenstanton, and along the A14 between Bar Hill and Milton as well as in Cambridge City Centre⁵. These are areas where the levels of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) are above the threshold levels set by the European Commission. The three AQMA in Huntingdonshire and the single AQMA in South Cambridgeshire are mainly caused by heavy traffic flow on the existing A14.

2.2.7. The existing A14 between Cambridge and Huntingdon is considered a 'congestion hotspot' by Highways England⁶. Local roads are impacted as a result of the A14 reaching capacity and travellers seeking other routes. Journey times are significantly unpredictable on a regular basis and combined with the growing population in the county and the economic growth of Cambridge and the Sub-Region and the wider area congestion is likely to increase.

2.2.8. There is very limited use of the A14 by pedestrians, cyclists and equestrian travellers. There are several locations where local roads, bridleways and footpaths join the A14, however these are not widely used by these modes. The A14 does have a range of crossing points at existing junctions and some public rights of way that pass over or

² Designated Sites Search, Natural England website
<https://designatedsites.naturalengland.org.uk/SiteSearch.aspx> (2015)

³ Terrestrial Invertebrate Survey Report, Environmental Statement, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission Highways Agency, (2013)

⁴ Noise Action Plan (Including Major Roads), Environmental Noise Regulations, Department for Environment, Food and Rural Affairs (DEFRA) (2014)

⁵ Air Quality Management Areas (AQMA), Department for Environment, Food and Rural Affairs (Defra) Air Quality website, <http://uk-air.defra.gov.uk/> (2015)

⁶ A14 Study, Department for Transport (DfT) (2012)

under the route. The main cycle routes within the scheme area are National Cycle Network routes 11, 12 and 51. There are also long distance walks, notably, the Ouse Valley Way walk and the Pathfinder Long distance route.

2.2.9. There are several watercourses in the area of the scheme including Alconbury Brook, Ellington Brook, Brampton Brook, the River Great Ouse, West Brook, Oakington Brook, Cottenham Lode /Beck Brook and Washpit Brook. Recent instances of flooding have occurred in Alconbury, Brampton, Hilton and Oakington and Girton⁷.

2.2.10. The main borrow pits sites proposed are located within the scheme area are west of Brampton (BP1), South west of Brampton (BP2), Fenstanton (BP3), Boxworth (BP5), Dry Drayton (BP 6) and Alconbury (BP7). These borrow pits can supply sand, gravel and clay⁸.

2.3. Compliance with local plans and policies

2.3.1. There are several local development plans and policies that apply to development in the local area. These are listed and assessed for compliance in Chapter 4 and Appendix A.

2.4. Traffic and Transport patterns

2.4.1. The traffic and transport patterns across the local area are identified in chapter 8. In summary the existing A14 between Huntingdon and Cambridge is well known for congestion and delay and is used by a mixture of local traffic and strategic traffic, such as Heavy Goods Vehicles (HGVs). There are often long delays and if there is an accident the impacts on local roads is worsened by traffic using alternative routes. Other strategic roads in the vicinity of the A14 are the A1(M) and the A428. The A1 (M) runs between Alconbury and Buckden in the scheme area and the A428 runs between the A421 and A1 at St Neots and the M11 at Madingley.

2.4.2. Other important local roads include the A141 around the north of Huntingdon, the A1123 from Huntingdon to St Ives, the B1514 between Huntingdon and Brampton and Buckden, the A1198 at Ermine Street which provides a route from Godmanchester to the A428 and the B1044 connecting Huntingdon to St Neots via the A428 through Godmanchester and the Offords. Between Huntingdon and Cambridge the A1198 is a north-south connection between the A14 and A428, while the B1040 also runs north-south between the A14 and A428 via the village of Hilton. Strategic traffic is known to use a number of these routes to avoid congestion on the A14.

⁷ "What's in your backyard" section of Environmental Agency website <http://apps.environment-agency.gov.uk/wiyby/37837.aspx> 2015

⁸ Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, Cambridgeshire County Council (2012)

2.5. Local Impacts

2.5.1. Summary table of Local Impacts: positive, negative and missed opportunities

Table 1: table of Local Impacts: positive, negative and missed opportunities

Landscape

Positive
<p><i>During operation</i> Extensive areas of mitigation and ecological planning, including adjacent to the highway to break up the scale of the road, screen traffic and lighting and integrate the scheme into the landscape.</p>
<p><i>During operation</i> Reduction in views of highways infrastructure and improvement in landform through removal of highways infrastructure and traffic (e.g. removal of Huntingdon viaduct).</p>
<p><i>During operation</i> Lighting design will minimise light pollution</p>
Negative
<p><i>During construction</i> Removal of trees and vegetation during construction.</p>
<p><i>During operation</i> There will be a period during operation where trees and vegetation will not have fully matured (2020-2035).</p>
<p><i>During construction</i> Views of heavy construction plant and materials, major earthworks and temporary traffic management.</p>
<p><i>During construction</i> Excavation of borrow pits, drainage lagoons, ecological ponds, SUDS features, and creation of environmental bunds, road embankments and cuttings during construction, all leading to disruption to landform.</p>
<p><i>During operation</i> Introduction of new highways infrastructure and associated traffic (sections of highway west and south west of Brampton, the Ouse Valley crossing, the Southern Bypass, roundabouts, bridges / crossings). Adverse effects on visual amenity and landscape character.</p>
Missed opportunity
<p>Additional off-site planting between A14 and the Local Access Road.</p>
<p>Creation of a positive recreation and ecological resource at the borrow pit areas.</p>
<p>Lack of 10 year aftercare programme and additional rights of way at Borrow Pits means that the potential for new and publicly accessible resources for nature conservation and passive recreation are being ignored – to the detriment of the local community.</p>
<p>Assessment of impact of artificial lighting.</p>

Cultural Heritage

Positive
<p><i>During operation</i> Positive benefits for 3 conservation areas (Godmanchester Post Street, Godmanchester Earning Street and Huntingdon Bridge) as a result of reduction in traffic levels and noise intrusion.</p>
<p><i>During operation</i> Removal of Huntingdon viaduct will have a positive impact on character of Huntingdon conservation area and Huntingdon Station.</p>

Negative*During construction*

Slight adverse visual and noise impact on Earthwork on Mill Common, which is classed as a high value archaeological remain asset.

During construction and operation

Moderate adverse impact on 2 The Walks North, 3-4 The Walks North, 5-6 The Walks North, Huntingdon through loss of setting.

During construction

Adverse impacts on Huntingdon County Hospital (main building only listed) through loss of setting.

During construction

Adverse impacts on Huntingdon Station through loss of setting.

During construction

Adverse impacts through loss of setting on Offord Cluny Conservation Area, Porch House, Offord Cluny, 208 High Street, Offord Cluny.

During operation

Noise impact on Huntingdon Conservation Area from the presence of new and changed road infrastructure on Mill Common.

During operation

Noise impact on Huntingdon Conservation Area from the presence of new road and changed infrastructure on Mill Common.

During operation

Adverse impact on setting of All Saints Church, Lolworth due to new raised embankment, bridge and lighting in the vicinity.

Missed opportunity

Provision for the long-term display of discoveries in suitable public places as this scheme will generate very large archaeological assemblages of public interest.

Ecology**Positive***During operation*

Mitigation and ecological planting along the route of the scheme would be a positive impact.

During operation

Construction of the scheme would result in a significant amount of new semi-natural habitat (271ha) which would be beneficial to bats.

Negative*During construction*

Insufficient assessment of impact on Fenstanton Lakes County Wildlife Site (CWS).

During construction

Loss/ disturbance of bat habitats adjacent to off-line section.

During construction

Potential unassessed impact on terrestrial invertebrates and reptiles.

During operation

Disturbance to breeding birds of county value associated with Buckden Gravel Pits.

During operation

Disturbance to roosting bats during operation.

During operation

Mortality to bats during operation.

Missed opportunity

Scheme does not achieve the ecological mitigation objectives as set out.
Inadequate assessment of impact on Fenstanton Gravel Pits County Wildlife Site (CWS).
Consideration of Bat Habitats between Brampton Wood and the A1.
Creation of priority habitats.
Development of Long term water strategy.
Insufficient evidence of assessment of impact on terrestrial invertebrates.
Insufficient evidence of assessment of impact on reptiles.

Noise and Vibration

Positive
<p><i>During operation</i></p> <p>Positive impact on over 2900 dwellings along existing A14 corridor including at Hinchingsbrooke Hospital, Hinchingsbrooke Park, Stukeley Meadows, including Primary School and Hemingford Nursery School.</p>
<p><i>During operation</i></p> <p>Residential dwellings at Alconbury – currently experience noise from the A1(M) Applicant proposes to improve noise barrier.</p>
<p><i>During operation</i></p> <p>Improvements near Bar Hill and at other properties along existing A14 between Swavesey and Girton due to mitigation being introduced.</p>
<p><i>During operation</i></p> <p>Improvement to the noise environment as a result of reductions in traffic on the de-trunked A14 at the following locations: To the north of Brampton, off Thrapston Road and near Huntingdon Road on the eastern edge of the village Hinchingsbrooke, Stukeley Meadows, centre of Huntingdon and northern Godmanchester South west Fenstanton and Lolworth Hilton, Over, Conington, Knapwell and Boxworth Girton and the Blackwell Caravan Park</p>
Negative
<p><i>During construction</i></p> <p>Impact identified at 7 communities at RAF Brampton, 30 dwellings in Georges Street, Huntingdon, 6 dwellings between Bar Hill and Girton, 25 dwellings in Girton, 25 dwellings in Impington, 250 dwellings on Chieftan Way, Cambridge and 80 dwellings in Kings Hedges.</p>
<p><i>During operation</i></p> <p>Minor adverse effect from road traffic noise experienced at dwellings in the vicinity of Great North Road, Manor Lane, Hillfield, Ash End, Beech End, Maple End, Willow End, School Lane, Sharps Lane, Rusts Lane, High Street, Field Close and Frumetty Lane in Alconbury.</p>
<p><i>During operation</i></p> <p>Increase in road traffic noise experienced at dwellings in the vicinity of Stewart Close on the south west edge of Brampton.</p>
<p><i>During operation</i></p> <p>Increase in road traffic noise experienced at dwellings in the west edge of RAF Brampton.</p>
<p><i>During operation</i></p> <p>Increase in road traffic noise experienced at dwellings in the vicinity of Pear Tree Close, Fenstanton.</p>
Missed opportunity
<p>Ensure cooperation with developers of new development sites to ensure mitigation is appropriate.</p>
<p>Monitor noise levels at locations where a residual impact remains to ensure they do not exceed</p>

threshold for qualification for noise insulation / further mitigation

Air Quality

Positive

During operation

Improvements to air quality both PM₁₀ and NO₂ in Huntingdon and along the de-trunked section of the A14 as a result of reductions in traffic.

Negative

During construction

Residential areas near Borrow Pits such as Brampton and Boxworth likely to experience impacts from dust.

During construction

Dust impacts in residential areas in the north of Cambridge and within Huntingdon town centre from the construction of the new road and the removal of the viaduct. With the mitigation identified in the COCP the impacts are not expected to be significant.

During operation

Small increases in annual mean NO₂ around Kings Hedges Road and some medium increases on Madingley Road.

Pedestrians, Cyclists and Equestrian travellers

Positive

During operation

10km of new NMU facility (comprising a route suitable for pedestrians, cyclists and equestrians) would be provided linking Fenstanton, Swavesey, Bar Hill, Dry Drayton and Girton.

During operation

Re-connection of previously severed links e.g. Bridleway 15 between A1 and Brampton Hut Services.

Negative

During construction

Disruption to PROWs due to temporary closure and negative impacts on noise, views and amenity – Substantial disruption to bridleways Madingley 2 and Girton 6).

During construction

Impacts on public rights of way in Huntingdon, Brampton, Godmanchester, Boxworth, Bar Hill, Dry Drayton and around the Histon interchange from noise, visual intrusion as well as physical disruption.

During construction and operation

Severance of public right of way at the Stukeleys as a result of stopping up of A1 southbound layby where users of this popular bridleway park their cars.

During operation

New roads to be crossed for NMU on Brampton Road (NCN 12 and 51) and Hinchingsbrooke Park Road.

Missed opportunity

There is the potential for a long term positive impact in terms of the legacy of the borrow pits sites - For example by providing a NMU link between RAF Brampton and the northern boundary of Borrow Pit 2.

The use of solar studs on NMU routes should be considered as a design feature which will improve the experience for NMU users and encourage use of the routes at all times of day, particularly for cyclists.

Economy

Positive
<p><i>During construction</i> Direct and indirect benefits from employment during construction (between 824 – 1567 new jobs)</p>
<p><i>During operation</i> Increased road capacity between Cambridge and Huntingdon and on A1 between Brampton and Alconbury will alleviate existing congestion, reducing rat-running, reducing travel time and leading to greater journey time reliability. Monetised value forecast to be over 1.039 billion over a 60 year period.</p>
<p><i>During operation</i> Unlock future business growth through greater productivity as a result of agglomeration effects, and reduced transport costs.</p>
<p><i>During operation</i> Unlock housing constraints – Allow Northstowe Phase 2 to be developed plus significant proposed allocations within the Draft Huntingdonshire Local Plan.</p>
<p><i>During operation</i> Wider economic growth – improve connectivity with Peterborough, Ipswich, Harwich and Felixstowe plus to the Midlands and North-West.</p>
Negative
<p><i>During construction</i> Disruption to existing travel patterns</p>
<p><i>During construction</i> Temporary loss of land - temporary severance of access to areas of farmland, community facilities and private property as a result of construction haul routes or other construction related land uses.</p>
<p><i>During operation</i> Permanent Loss of Land – Major impact on 9 farms – impact on access and from potential changes in traffic for 9 businesses along the existing A14, minor impact from land take on 3 existing planning applications</p>
Missed opportunity
<p>There is an opportunity to maximise the economic benefits further by setting out in a plan how the various elements of the scheme will result in a positive legacy particularly in terms of benefiting and supporting local economic growth.</p>

Flooding and water

Positive
<p><i>During construction</i> During construction works the planned mitigation will ensure no significant residual impacts post-scheme completion.</p>
Negative
<p><i>During operation</i> Water level rises at</p> <ul style="list-style-type: none"> • Ellington Brook; • Brampton Brook; and • River Great Ouse <p>No significant increase in flood risk to nearby properties</p>
Missed opportunity

Existing flood risk issues at Girton, Fenstanton, Bar Hill, and Brampton could be alleviated through balancing ponds associated with Borrow Pit works.

Assurance that maintenance access for annual works by local authorities will be available.

Minerals and Waste

Positive

During construction

Inclusion of borrow pits has the potential to reduce significant levels of heavy vehicle traffic on the local road network as the distance to transport materials between the scheme and the required area for construction is minimised.

During operation

Positive strategy for sustainable use of surplus soil.

Negative

During construction

There has been a lack of assessment for certain impacts that are likely to occur as a result of the operation of the borrow pits: Archaeology, noise, dust, biodiversity, hydrology.

Missed opportunity

Opportunities to alleviate local flooding issues.

Lack of an aftercare programme beyond 10-years for integrating the borrow pits into the local landscape

Transport of hard rock by sustainable means.

Social and Community matters

Positive

During operation

Reducing severance and improved access between communities.

During operation

Improving access for non-motorised users across the A14 corridor.

During operation

Improvements to the noise and air quality improvement along de-trunked section.

Negative

During construction

Environmental impacts (noise, air quality, HGVs) on communities, particularly Boxworth, from operation of borrow pits.

During construction

Environmental impacts on community facilities - significant negative impact at Hinchingsbrooke School (Huntingdon) during the daytime – period of 5 months.

During operation

Land-take impacts on viability.

During operation

Land-take impacts on accessibility - Community impacts include possible severance that could occur as a result of the footprint of the scheme dissecting farmsteads and access routes between communities, especially along the offline section.

During operation

Noise and air quality impacts on community facilities.

Missed opportunity

Noise monitoring at community facilities where noise increases are currently below thresholds.

**A14 Cambridge to Huntingdon Improvement
Scheme
Development Consent Order**

**Draft Written Representation by
South Cambridgeshire District Council**

Draft Written Representation

Introduction

1. This Written Representation, in respect of the A14 Cambridge to Huntingdon Improvement Scheme (the scheme) Development Consent Order (DCO), is made in accordance with the Infrastructure Planning (Examination Procedure) Rules 2010, Rule 10. It must be read in conjunction with the Statement of Common Ground and Local Impact Report.
2. South Cambridgeshire District Council is a Tier 1 Local Authority and Statutory Consultee, and the scheme runs through the District. Highways England (the Applicant) has consulted with the Council in the pre-application stage, and has addressed many, but not all, of the issues raised by the Council in developing the Development Consent Order. The District Council is a part funder of the scheme, and strongly supports the scheme.
3. There are, however, a number of issues which the Council wishes to have considered in Examination. These primarily relate to matters of detail, local impact, and compliance with local and national policy, where the Council considers changes need to be made to address these concerns. These are addressed in this representation.
4. There are a range of issues where matters of detail are left to a detailed design process which would be undertaken after the DCO. It is important that the District Council is consulted on these matters, and its views are fully taken into account. Particular issues are identified later in this statement.

Statement of Common Ground

5. South Cambridgeshire District Council is developing a Statement of Common Ground with Highways England. This is a fluid document and it will be updated throughout examination process.

Local Impact Report

6. The Council has produced a Local Impact Report jointly with Cambridgeshire County Council, Huntingdonshire District Council and Cambridge City Council. The impacts are not repeated in this written representation unless there are specific issues or concerns the Council would like the Applicant to address.

Adequacy of Consultation

7. The Council have submitted an adequacy of Consultation Statement, which confirms the Council is satisfied that the Highways Agency has carried out consultation in accordance with the Statement of Community Consultation and in accordance with the Planning Act 2008, specifically sections 42 (Duty to Consult), 47 (Duty to Consult the Local Community) and 48 (Duty to Publicise).

The Need for the A14 Cambridge to Huntingdon Scheme

8. South Cambridgeshire District Council supports the A14 Cambridge to Huntingdon Improvement scheme in principle.
9. The Council would like to highlight the importance of addressing improvements to the A14 as soon as possible.
10. The A14 is of national, regional and local importance and provides vital links from the east coast ports to the rest of the country. The A14 is a key route for local and regional commuter, business and freight traffic and, like some other major routes, has high traffic flows and congestion, particularly around Cambridge, and high levels of accidents. The stretch between Huntingdon and Cambridge acts as a bottleneck, where national and local traffic mixes resulting in congestion at peak times. It is important that these issues are addressed to support the continued success of the economy of the Cambridge area.
11. A14 Cambridge to Huntingdon improvements are included in Cambridgeshire County Council's Local Transport Plan 3 (refreshed 2014), and in the Transport Strategy for Cambridge and South Cambridgeshire (which forms part of the LTP). The Cambridgeshire Long Term Transport Strategy recognises that the A14 Cambridge to Huntingdon Scheme is a critical intervention to support development.
12. The need for improvements to the A14 was established in Regional Planning Guidance in 2000, which resulted in the Cambridge to Huntingdon Multi-Modal Study (CHUMMS). The A14 scheme was included in the Cambridgeshire Structure Plan 2003, along with a programme of development to locate growth in sustainable locations. This was reflected in the South Cambridgeshire Local Development Framework (adopted between 2006 and 2010), which focused development according to a sequence starting with Cambridge, then edge of Cambridge (where compatible with green belt purposes), a new town (Northstowe), and the remainder in the more sustainable villages.
13. The District Council is now producing a Local Plan (reviewing and replacing most of the Local Development Framework) which was submitted to the Secretary of State for adoption in 2014, and is currently undergoing Examination. This continues the development sequence, allocating a limited amount of development in and on the edge of Cambridge where compatible with the purposes of the Green Belt, further new settlements at Waterbeach and Bourn Airfield, and additional development at Cambourne (Cambourne West). These will be supported by improvements to transport infrastructure, in particular to support public transport cycling and walking, including measures being delivered through the Greater Cambridge City Deal.
14. The South Cambridgeshire Submission Local Plan seeks to deliver 19,000 homes and 22,000 jobs between 2011 and 2031. The A14 scheme provides a critical element of infrastructure needed to unlock and support growth. The

Cambridge and South Cambridgeshire Infrastructure Delivery Study, part of the local plan evidence base, identifies the A14 as a critical element of infrastructure to enable growth.

15. The A14 improvements are particularly important to the completion of Northstowe, a new town five miles northwest of Cambridge which will deliver up to 10,000 new homes. Delivery of Northstowe is dependent on sufficient capacity being available in the A14 corridor between Bar Hill and Cambridge. Highways England has confirmed that the first 1,500 homes can be developed prior to the A14 improvements, but future phases are reliant on completion of the scheme.
16. The Cambridge area is home to the Cambridge Cluster, with particularly high concentrations of high technology and biotechnology firms, many with links to the University. Major employment growth is occurring on the northern and western fringes of the city, in the station area and on the Cambridge Biomedical Campus around Addenbrooke's Hospital. In late 2014 Astra-Zeneca announced that it would be locating its global headquarters in Cambridge at the Biomedical Campus. Delivery of infrastructure is of particular importance to the business community, and improvements to the A14 are important to local businesses and stakeholders. For many businesses in the Cambridge area the A14 is the single most important transport scheme and the main symbol of the infrastructure deficit the area faces¹.
17. Improvements to the A14 are necessary in order to deliver the local growth agenda, and improve journey times and road safety for the travelling public. The A14 between Cambridge and Huntingdon is a vital route of international, national, regional, and local importance, and needs to be improved urgently. The Highways England 'Case for the Scheme', which accompanies the DCO, is supported.

¹ Cambridge Cluster at 50 Study – SQW on Behalf of EEDA and Partners 2010 paragraph C3.13

The Applicant's Proposals for the Route

18. The District Council considers that the proposed new Trunk Road, supported by slip roads and connector roads, are on an acceptable route.
19. The route has been the subject of considerable public consultation and study, and consideration of appropriate alternatives. The Council supports the rejection of alternative route alignment options, in particular the use of the A428 / A1198.
20. South Cambridgeshire District Council supports the inclusion of a Local Access Road. It is an important feature to enable local people and service vehicles (such as refuse lorries) to safely and conveniently access properties within villages in South Cambridgeshire when the mainline A14 has fewer junctions. It will also improve traffic flow on the mainline A14. Bus stops are proposed to be moved from their current location on the A14 mainline to the Local Access Road enabling safer access for local residents.
21. The Council previously commented that HE should consider additional movements at the Girton Interchange, and if not part of this scheme the Route Based Strategy for the A428 should be brought forward urgently. HE advised these would be matters for an A428 Route Based Strategy, and not part of this A14 scheme. Highways England state that they continue to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest. Upgrades to the A428 Caxton to A1, and an A428 'Expressway' scheme are included in the DFT Road Investment Strategy 2014. This should be used as an opportunity to explore and address these issues.
22. The Council supports provision of west facing slips at the A1198 junction. The traffic modelling indicates that inclusion of the slip roads draws traffic away from more minor village routes.

Provision for Non-Motorised Users

23. The Council supports provision of a non-motorised user route (suitable for pedestrians, cyclists and equestrians) alongside the Local Access Road. This route offers a legacy opportunity to promote non-motorised transport modes, supporting the local authorities in promoting a shift away from the car. Levels of cycling are already higher than the national average in the Cambridge area and this should be reflected in the route's design. It will address missing links in the area, particularly between Cambridge and Bar Hill. In response to previous consultations the Council highlighted the importance of this route, and the need for high quality provision.
24. It is important that this route should be built to the highest quality with a wide, segregated cycling path following desire lines and connecting with existing and planned routes. It should be finished with a high quality surface. The Council would like to be consulted during the process of detailed design.
25. The NMU route should include solar studs to encourage use at all times. Similar measures have been used on the route adjoining the Cambridgeshire Guided Busway.
26. The Council notes that Environmental Statement (summarised at Box 15.1) includes a commitment that the proposed new NMU facility alongside the local access road between Fenstanton and Girton would be provided to current best practice standards providing a clear width of 3m between Fenstanton and Dry Drayton. Between Dry Drayton and A1307 Huntingdon Road, Cambridge, the width would be 4m, as requested by Cambridgeshire County Council, to allow for potential increased use in this length. There would also be a verge between the edge of the NMU facility to provide separation from the running lane of the carriageway.
27. This approach is supported, however the Council has a number of concerns that are still to be addressed through detailed design.
28. The NMU Route passes to the rear of the Swavesey Travelodge on the east-bound side of the mainline A14. Such a diversion may result in cyclists leaving the NMU route and re-joining after, which could create safety issues and inconvenience. The Council has received verbal confirmation from the Applicant that this alignment has been amended to allow the route to pass in front of the Travelodge. However, the Council would like to see an amendment to the DCO documentation to reflect this change.
29. Arrangements for crossing the Oakington Road roundabout are also unclear, as General Arrangement Regulation 5 (2) (o) Sheet 18 of 24 shows a break in the route, where as for other junctions crossing arrangements are shown. This should be clarified.

Other NMU routes

30. South Cambridgeshire District Council supports the NMU provision in general, including efforts to maintain existing routes and reinstate routes previously severed by the original A14. In particular the Council supports the provision of two new bridges for NMU at the Swavesey and Bar Hill junctions.
31. It is noted that following earlier stages of consultation, connections between NMU Routes, existing routes, or routes planned in association with new developments have been improved. The creation of new NMU links and improved connections between settlements complies with local objectives to encourage sustainable travel, with associated climate change and health benefits, in accordance with the Local Transport Plan, Development Plans and Green Infrastructure Strategy. In particular the Council also supports links to the cycle route on Huntingdon Road, and the planned crossing point in the vicinity of the North West Cambridge.
32. The Council also previously queried the surfacing of Girton route (Bridleway 6). It is noted that HE have confirmed this is proposed to be a compacted loose material surface.
33. The Council also previously raised concerns regarding NMU routes between Foot Path Girton 5 and Foot Path Girton 4 on the A1307 Huntingdon Road near Girton. HE has confirmed that a toucan crossing facility would be provided at this crossing point to cater for the NMU movements. Additionally, Cambridgeshire County Council proposes to convert Foot Path Girton 5 and Foot Path Girton 4: to bridleways to link to the wider facilities being provided north and west of Girton interchange as part of the scheme. A shared use link would also be provided on the east side of A1307 to link the toucan crossing to Foot Path Girton 5 (to become a bridleway). These measures are supported.

Policy Context and Planned Development

34. The Local Impact Report includes an assessment of the scheme against plans and strategies, including documents which make up the South Cambridgeshire Development Plan.
35. Significant development is planned in the Cambridge area. As detailed earlier, the A14 Cambridge to Huntingdon Scheme is an important infrastructure project to enable development to take place. The scheme needs to take account of and be coordinated with growth.
36. It is noted that transport modelling undertaken takes account of planned growth, including sites identified in the emerging South Cambridgeshire Local Plan.

Northstowe New Town

37. The Council supports the A14 improvements in facilitating and accommodating the planned new town of Northstowe. Highways England has confirmed that the A14 scheme limit (red line boundary) coincides with that for the development area for Northstowe. Improvements to the Bar Hill junction will accommodate Phases 1 and 2 of the Northstowe development (50% of the overall build), as well as providing for future capacity expansion as necessary for the complete build-out. This is described as passive provision, providing an oversized bridge that will enable future upgrade to accommodate Phase 3. This approach is supported.
38. Highways England have indicated that the Local Access Road and junction layouts have also been designed to enable future widening of the dual carriageway B1050 should such improvements be needed in the future.
39. The Council requests detailed modelling data for the Bar Hill junction, including AM and PM peak vehicle link flows by direction for the High Growth Scenario that includes Northstowe Phase 3, as the tables provided to date give the Ratio of Flow to Capacity only. The Council also request a copy of the future design of Bar Hill junction with the High Growth Scenario for all of Northstowe, including details of the junctions with the Local Access Road. The Ratios of Flow to Capacity in Table 5 of the TN059 technical note are lower for some links in the High Growth Scenario suggesting that there is a revised design that has been modelled - the Council would like to see the associated flows, junction designs and model results.

Working with developers

40. The Council seeks a commitment from Highways England to work with developers through the detailed design and delivery of the A14 improvement scheme. Whilst it is evidenced that Highways England has already worked with

the Northstowe developers, the same is expected in relation to other planned developments along the route.

41. The site between Huntingdon Road and Histon Road on the north western fringe of Cambridge (known as Darwin Green) adjoins the A14 scheme. The South Cambridgeshire Adopted Site Specific Policies DPD and the Submission Local Plan envisage that the development will provide mitigation in the form of landscaped bunds, as opposed to noise attenuation fencing. The latest housing trajectory anticipates the first housing completions in 2018. Coordination is needed to ensure mitigation is not duplicated, or which would undermine delivery of the policy.

Environmental Impacts of the Proposed Scheme

Landscape Impacts

42. In principal the Council supports the scheme and the proposals to include extensive landscape mitigation and landscape legacy areas of benefit to the local population.

Landscape mitigation / planting

43. The landscape elements proposed to achieve landscape mitigation (for example woodland, scrub, grassland, trees and hedges) are also accepted. However the Council has some concerns as to how these landscape elements are employed in some situations and would like to be involved in discussions relating to the final layouts at the detailed design stage. Detailed landscape proposals should be developed in consultation with the Council, therefore the Requirement (at Schedule 2 Part 1 section 6 of the DCO) is supported.
44. The most noticeable landscape impacts will be from the new landforms and structures associated with the new road. These will be prominent features in the generally flat and open landscape. Landscape proposals intended to integrate these features and mitigate against adverse landscape and visual effects will need careful detail design which responds to the individual situation and requirements of each site. The following principles should apply:
- Adopt the best examples of local landscape pattern (e.g. north of Madingley – layering hedges with large hedgerow trees, shelter belts and small woodlands) and apply these to the interchange and crossing structures. Take the opportunity to use additional available areas of land within the red-line to achieve this e.g. south of Swavesey Junction bridge, south of Robins Lane bridge.
 - Where appropriate, use landscape forms which do not follow the form of the structures (hedges, shelterbelts etc.) and link these to existing landscape features where possible e.g. south of Robins Lane bridge.
 - Significant tree or tree in hedgerow planting close to roads through which the landscape can be seen – to provide a layered effect and some natural forms in close views.
 - Significant planting on the upstream of gantries (where possible) so that they are seen in conjunction with or set against significant natural forms. This planting will also screen the rear of the gantries from the downstream traffic.
 - Along with the proposed headlight fence, introducing hedge planting in strips between the Local Access Road and the new A14 to separate carriageways e.g. south of Buckinghamway Business Park.

Loss of vegetation

45. The Council is concerned that there will be a loss of mature vegetation, including some trees with Tree Preservation Order status. The impacts of this loss of landscaping will not only be during the construction phase but also some permanent loss. Whilst the proposed landscaping mitigation will help to restore the landscape fabric in the longer-term, the area around Lolworth and Grange Farm, on the northern periphery of Menzies Golf Club at Bar Hill, and part of the group of TPO on the edge of Girton College grounds will be lost. The Council would like to explore whether a reduction of the impact on TPO trees at the Menzies Golf Club could be explored, through measures such as the realignment of the ditch alongside the mainline A14.
46. The landscape character of some areas will also be altered due to the loss of existing vegetation, including near Swavesey junction, at Bar Hill, Menzies Golf Club, Bar Hill, Girton interchange, along the Cambridge Northern Bypass and around the borrow pits.

Histon Junction to Milton Junction

47. This area will suffer from extensive vegetation loss, and the landscape will be further degraded by extensive noise barriers, retaining walls and steep engineered slopes. The Council would like to see further landscape treatments proposed including planting to the retaining wall adjacent to Orchard Park.

Landscape impacts of noise barriers

48. Significant stretches of the new road will be contained by noise barriers, particularly along the Cambridge Northern Bypass and on towards Bar Hill, where barriers will replace areas of planting removed during road widening. This can result in a very harsh edge to the carriageway, block views to the wider landscape and create a negative driver experience.
49. Therefore it is important that the design of noise barriers is carefully considered and varied to minimise their landscape / townscape impact and suitably reflect their location. The Council would like to be included in discussions and decisions concerning detailed design of noise barriers. Detailed noise barrier proposals should be secured through the requirements / conditions of the DCO.

Non-motorised user route (NMU)

50. The Council welcomes the proposed NMU route alongside the Local Access Road north of the A14. However there are concerns that there is no separation between the NMU and the carriageway, particularly if this route is intended for use by horses. We would propose a hedge to separate the NMU from the road. There would appear to be space within the red line land to achieve this separation for the majority of the NMUs length.

Artificial Lighting

51. The Council is concerned that there has been no assessment of the impacts of artificial lighting on humans and living conditions. The impact of artificial light on residential premises can affect health and quality of life and can be determined a statutory nuisance.
52. To comply with EIA regulations an assessment should be undertaken that considers the existing baseline artificial lighting conditions and the potential impacts during site preparation, construction and operation in relation to surrounding sensitive receptors including local residents, the night time amenity including sky glow, and consideration of mitigation measures as necessary.
53. The NPPF encourages good design and recommends that planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
54. The impact of lighting on landscape (visual) and flora and fauna has been considered and mitigation and measures are to be included to minimise the impacts of lighting on bats and other wildlife, including the use of directional lighting and reducing light levels.
55. Whilst post development operational lighting such as street and sign illumination will be regulated and determined by highways legislation, there is a potential negative impact on residential premises from light pollution both during the operational and construction phases from inappropriately selected and positioned highway lighting and security lighting from compound and storage areas.
56. An assessment of the impact of artificial lighting on people and their living conditions should be undertaken as it can affect health and the quality of life. As highway lighting is not technically on a premises it is unlikely to be considered a statutory nuisance.
57. Therefore as minimum there should be a commitment to ensure that an operational artificial lighting will be installed having due regard to and in accordance with national and industry best practice guidance and standards including the Institute of Lighting Professional (ILP) Guidance Notes for Reduction of Obtrusive Light GN01:2011. This should be secured through the imposition of a requirement / condition.
58. Construction related lighting impacts should be considered within the CEMP with a Requirement, as follows:
59. Installation of any operational highway artificial lighting shall not commence until details of the highway lighting, including an assessment of lighting impact on residential premises and a scheme for the management and mitigation of

artificial light levels and emissions has been submitted to and approved by SCDC.

60. The approved scheme for the management and mitigation of artificial light levels and emissions must be implemented and maintained during the operation of the development.

Cultural Heritage

The setting of Lolworth Church (Grade II* Listed)

61. The Environmental Statement currently evaluates the magnitude of construction and residual impacts of the A14 on All Saints Church scheme as Minor, and the Significance of the resulting effects as slight adverse.
62. This underplays the significance somewhat as the impacts on a High value asset with Minor or Moderate magnitude level of impacts will result in a Moderate adverse significance of effect.
63. The approach to Lolworth and All Saints Church will be significantly changed. Approaches and views to the village from the northern local access road will be elevated via a new bridge over the A14 and will be dominated by the new raised embankment, bridge and lighting, and a series of new signage gantries.
64. A landscape mitigation scheme will be required to reduce the adverse impacts on the Church and its setting.
65. The current landscape proposals are linked closely to the proposed road network and embankments and could better respond to take existing landscape character, landform and views.
66. Landscape proposals should consider the existing views to and from the Lolworth and the 'parkland' landscape to the east of the village.
67. Proposals should integrate the new embankments by linking to existing landscape patterns, disguise and integrate the embankments and new roads, lessen the impacts of signage and lighting and take advantage of available land within the red line land (e.g. soil storage areas) to mitigate the adverse effects.

Listed milestones

68. South Cambridgeshire District Council is assured by statements in the ES that appropriate surveying and assessment will be undertaken of the Listed milestones along the A14 mainline, and that these will be reinstated appropriately close to their original location.

Ecology

69. The Council supports the approach Highways England has taken in utilising 'avoidance of impact' as the first principal of mitigation. However, some impact is inevitable with a major new road scheme but the ES makes reference to there being an overall net gain in habitat creation; if this is permanent rather than temporary this should benefit wildlife and is supported in principal.
70. However, the Council has concerns over the permanence of some of the mitigation areas, for example at borrow pits which are temporary and where there is no commitment for longer term management beyond 5 years. The Council considers this should be over a period of 15 years rather than 5 years to enable habitats and species to become properly established. The Council sees the borrow pits as an essential element in securing a positive legacy, which needs a commitment from the Applicant to deliver over the longer term. The Council would like to be involved at detailed design of ecology mitigation areas, particularly at borrow pits.

Noise and Vibration

Noise conditions

71. The Council recognises and supports that many properties along existing A14 will experience a significant improvement in noise, particularly on the mainline route where it is detrunked near Huntingdon.
72. Overall the proposed scheme will result in a greater net beneficial improvement in the general noise climate and operational traffic noise impacts associated with the A14 when compared with conditions that could occur without the scheme (natural growth), both in the short and long term.
73. In SCDC the majority of residential dwellings within the noise impact assessment study area (which is approximately a distance of 600 metres from and around the scheme) are predicted to experience small increases in noise levels following completion of the scheme. These changes are unlikely to be noticed by most residents and in the short term year (opening year of 2020) these are considered negligible to minor impacts and in the long term (a future year of 2035) the impact is considered negligible.
74. Those properties closest to the existing A14 and which are currently worst affected by traffic noise (designated 'Important Areas' under noise action planning regulations) will experience major to moderate beneficial decreases in noise in the short and long term respectively. This includes residential properties at Hill Farm Cottages, Swavesey; Rhadegund Farm Cottages, Lolworth; Hackers Fruit Farm, Crouchfield Villas and Westdene, Dry Drayton; Catch Hall Farm Cottages, Grange Farm Cottages Elm Grange, Girton Grange and Girton Road, Girton; approximately 20 to 50 properties in Weavers Field and Vincent's Close Girton, Lone Tree Avenue, Impington and Blackwells

Caravan Site. These reductions in noise are achieved by the implementation of noise mitigation measures such as reduced / lower noise road surfacing and a combination of earth bunds and acoustic barriers / fences.

75. However a small number of these worst affect residential properties situated close to the scheme would still be exposed to relatively high levels of residual noise and would also qualify for addition noise insulation measures under the Government's noise insulation scheme regulations. Noise insulation combined with mitigation integrated into the scheme should avoid any significant adverse impact on health and quality of life which is consistent with government noise policy.
76. However, the Council is concerned that some properties will continue to experience residual high levels of noise and other properties may be affected, particularly during construction, which should be appropriately mitigated.
77. It is the Council's view that the magnitude of noise increases and the number of people adversely affected has been minimised by noise mitigation integrated into the scheme, in line with the aim of government noise policy to minimise as far as sustainable adverse impact on health and quality of life. Mitigation measures designed into the scheme to reduce noise impacts during operation include careful design of the alignment and cuttings, the use of reduced / lower noise road surfacing, landscaped earthworks and installation of environmental noise fence barriers at a number of locations.
78. However the location of environmental noise fence barriers both new and replacement as proposed are only indicative. Therefore their detailed design including the final location, length, height and technical details such as acoustic performance specifications in order to optimise mitigation should be secured and approved by SCDC through the requirements / conditions of the DCO.
79. It is likely that any construction effects should be mitigated effectively by the implementation of a robust Code of Construction Practice (CoCP) and proposed Local Environmental Management Plans (LEMPs).
80. However, the noise section of the submitted draft CoCP is unacceptable. There is concern that the significance of impact noise and vibration noise levels used in the CoCP to assess the impact of, and to control noise impact from, the Borrow Pits is not stringent enough. Whilst the extraction of material from borrow pits is indirectly related to construction of the scheme they are effectively a separate minerals and waste activity for which Planning Policy Guidance operational noise limits are lower than for traditional construction noise. As some of the borrow pits are large and close to rural villages where A14 traffic noise is less of an impact the construction impact approach taken in the CoCP should not be applicable to such pits and a greater level of control is justified.

81. Construction noise mitigation measures should include the use of appropriate work practices including best available techniques to reduce noise and vibration impacts, environmental monitoring, and control of working hours.
82. It is recommended that a requirement / condition is imposed requiring the CEMPs and LEMPs to be submitted for approval by SCDC and should include measures to address and monitor construction noise, vibration and other nuisances and to require adherence to set working hours for weekdays and Saturdays and night-time working.

Post-scheme noise monitoring

83. South Cambridgeshire District Council recommends that appropriate monitoring of noise and vibration should be undertaken post implementation of the A14 Improvement scheme. This is necessary and standard practice to ensure that the modelled noise levels are achieved and ensure that there are no unexpected and unacceptable adverse impacts which require further mitigation consideration.

Orchard Park noise barrier

84. The Council is seeking clarification from Highways England as to whether there is a need for the existing noise barrier at Orchard Park to be improved or replaced. The DCO submission shows the existing noise barrier will be retained (Figure 14.7). However, the draft scheme (2014) showed (Sheet 22) that the noise barrier would be replaced.
85. The existing noise barrier was put up at the time of development at Orchard Park and was only ever meant to be a temporary structure. The current barrier may not be fit for purpose and discussions have been held with Highways England about its possible replacement. Orchard Park Supplementary Planning Document 2011 (paragraph 2.3) notes the policy objective to seek the upgrading of the noise barrier.
86. There are also ongoing discussions with Highways England on some technical issues associated with noise assessment (as recorded in the Statement of Common Ground). It is envisaged that agreement and clarification will be reached on the majority of these matters and common ground can be agreed. However the Council reserves the right to raise any additional concerns and issues in relation to these items when additional information is provided.

Air Quality

87. Within South Cambridgeshire an Air Quality Management Area (AQMA) has been declared between Bar Hill and Milton along the A14. The AQMA has been declared because a combination of air quality modelling and monitoring shows that the air pollutants Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) are likely to exceed health based national air quality objective values. A joint Air

Quality Action Plan (AQAP) was developed by Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council which has the long term aim of reducing concentrations of air pollutants in the district to within statutory the limits. It looked at how to improve air quality up to 2015 in order to meet national air quality objectives, setting priority actions for each district, and focuses on reducing PM10 and NO2 concentrations along the A14 and within each district.

88. The specific actions related to the A14 and improving air quality are:
- Widening of the A14 carriageway between Fen Drayton and Histon
 - Re-alignment of the A14 and the construction of a local road between the M11 and Bar Hill junctions during the A14 Improvement Scheme
89. The scheme includes proposals that seek to meet the objectives set out in the plan.

Post-scheme air quality monitoring

90. South Cambridgeshire District Council supports the proposals to undertake Post Implementation Monitoring. This is essential and necessary to ensure that the modelled air quality levels for the pollutants of concern, as predicted by the applicant, is achieved and there are no unexpected and unacceptable adverse impacts which require further mitigation to be considered.
91. The Council requests confirmation that the Post Implementation Air Quality Monitoring Strategy will be agreed with officers following consultation and this should be secured by imposition of a condition / requirement.
92. An appropriate baseline for future air quality monitoring of PM10 and NO2 pollutants at Impington should be agreed with the Council. The Council will only be in the position to provide such baseline prior to the commencement of the post-monitoring work when a full monitoring year of data will be available. Whilst it is acknowledged that this may be the subject to further discussions and agreement, the figure will however be based on the complete period of monitoring between January – December for whichever year the Council agree to set this for.

Impington monitoring station

93. The Council has Air Quality Monitoring Equipment in a number of locations on the A14. The existing monitoring site at Impington will need to be relocated as a result of the scheme. In the Consultation Report, Highways England has confirmed that the potential need to relocate the Impington monitor will be discussed with the local authority. This is acknowledged, and supported. However, as this is due to implementation of the scheme, The Council should be reimbursed for reasonable costs associated with this move, and agreement is sought to this effect.

Flooding and Drainage

Drains maintenance

94. The District Council is concerned that a 5m maintenance strip should be retained along Award Drains, and appropriate access provided. The Council's Land Drainage Byelaws require a 5 metre maintenance access strip along all the award drains so that mechanised maintenance works may be undertaken. The Council notes at paragraph 3.9.5 of the ES that there appears to be provision for maintenance access to the drains – the Council seek confirmation and further detail as this access is necessary to enable the Council to discharge its statutory duties. The Council would like to be consulted at detailed design as this matter will need to be approved by the District Council.
95. It is noted that the ES leaves a number of measures that would be refined as part of detailed design. The District Council should be consulted during this process.

Flooding

96. It is acknowledged that the applicant has developed flood mitigation measures that appropriately address the impacts of the scheme. However, opportunities to reduce existing flood risk have not been taken.
97. In a planning context, the National Planning Policy Framework seeks to use opportunities offered by new development to reduce the causes and impacts of flooding (NPPF paragraph 100). There are a number of settlements along the A14 route which have existing flooding issues (e.g. Girton, Bar Hill, and Histon and Impington). The proposals do not take opportunities to mitigate existing risks as part of a positive legacy of the scheme, and where amendments could be made to the scheme to provide additional mitigation at minimal cost. Such measures should be addressed through the detailed design, in coordination with the Local Authorities. This approach is supported by the County Council as the Lead Local Flood Management Authority.
98. The Council is concerned that any culvert on all tributaries off Oakington and Longstanton Brooks which run under the A14 must not be altered in diameter. Many of these culverts near to Bar Hill currently create a throttle to flow. These may have contributed to flooding in Bar Hill as current upstream storage in Bar Hill is insufficient to store the water; currently it provides an estimated 1 in 50 year event capacity. Replacing or enlarging this culvert is likely to cause downstream flooding in Oakington as the downstream watercourse is unable to take the increased flow. The Council supports the retention of this culvert in consequence. The Applicant is proposing to construct over the existing storage pond at the Bar Hill junction with the A14, and is therefore proposing to alter the existing drainage regime. The Council requests the Applicant to provide additional measures to mitigate the existing flooding in Bar Hill as a contribution to a positive legacy for the scheme.

99. The Council would like confirmation that there are no additional connections which would add to the flow into the Covell's Drain Watercourse near Fen Drayton. At approximate chainage 20,500 near to the bifurcation of the old and new roads, the road-side drainage appears to connect directly to Covell's drain. If suitable attenuation is not put in place the additional flow will increase the flood risk in the Fen Drayton / Swavesey areas.

Materials / Minerals and Waste

100. Whilst Cambridgeshire County Council is the Minerals and Waste authority the Council has concerns about the operation and after use of the borrow pits.

Borrow pits

101. South Cambridgeshire District Council supports the inclusion of borrow pits within the A14 improvement scheme and accepts that these broadly align with the Cambridgeshire Minerals and Waste Plan. The use of borrow pits should substantially reduce the need to import materials from much longer distances.

Reuse of materials

102. The Council notes and supports the commitment from Highways England (in ES paragraph 13.5.6) to reuse suitable materials from development sites, including from Northstowe, wherever possible. This will reduce the volume of materials needing to be brought in from further afield.

Importing Materials

103. The Applicant should investigate the potential use of the Chesterton Rail sidings on the northern edge of Cambridge to supply aggregate that cannot be sourced locally, including the possibility of providing a temporary access directly to the A14. At the same time, however, consideration needs to be given to local amenity impacts, including any implications of night-time operation.

Operation of borrow pits

104. The Council has concerns that the borrow pits will have associated environmental impacts during their operation which need to be carefully assessed and mitigated. The assessment undertaken by Highways England does not adequately address noise and amenity impacts. Cambridgeshire County Council, as the Minerals and Waste Authority address this in further details in their Written Representations.

Restoration of borrow pits

105. The Council welcomes the proposals to restore the Borrow Pit areas 5 and 6. However we have concerns that it may not be possible to return the majority of these areas to productive agriculture as proposed (loss of substrate and

change in drainage patterns at Borrow Pit 5 and layout, gradients and water table issues at Borrow Pit 6) and that both areas will make only limited contributions to the landscape or amenity legacy.

106. The proposals to design the restoration at borrow pit 6 to make it unattractive to birds should also be re-assessed, given the number of existing large water bodies closer to Cambridge Airport.
107. Further information is needed to satisfy the Council that these very large spaces will work well and contribute to agriculture, amenity and the landscape legacy. Conditions will be requested by the Council to cover detailed restoration proposals within the Borrow pit areas.

Aftercare of borrow pits

108. The Council has concerns about after use and care of borrow pits. Highways England only propose a 5 year programme of after care. This is considered an insufficient length of time to enable landscaping and/or ecology to establish. As a result, the Council seeks a 15 year aftercare plan from the completion of the scheme. This is a standard condition applied by the District Council on planning applications.

Transport Assessment

109. The Council is taking advice from Cambridgeshire County Council, as the local highway authority, on traffic modelling issues. South Cambridgeshire District Council agrees that the traffic model takes into consideration planned development within adopted and emerging Development Plans.
110. Ongoing discussions taking place between Cambridgeshire County Council and Highways England to resolve issues with the traffic model. SCDC may also make further comment when additional work is completed.

Cumulative Impacts

111. The Council highlighted at earlier stages the need to consider cumulative impacts, and it notes the findings of Chapter 18 of the Environmental Statement. However, there are a number of inconsistencies in this chapter which need to be addressed. In particular, not all planned development sites along the route are addressed, despite their acknowledgement in other parts of the ES, including Darwin Green 2 and Cambridge Northern Fringe East.
112. Errors are also present in Fig 2.2 (sheets 5 & 6 of 7) which incorrectly shows a number of existing and planned development sites in the Green Belt.

Legacy

113. The Council has concerns about the apparent lack of detail in relation to legacy of the scheme, particularly in terms of long term ownership, maintenance and replacement of infrastructure.

114. For example, in relation to borrow pits, not only are the proposals for the restoration of the borrow pits vague, the proposed 5 year maintenance period is not long enough for landscaping to establish itself. In addition, there are no mechanisms in place for the longer-term ownership and maintenance beyond the 5 year period.

Requirements / Processes

Procedural issue – Schedule 2 Requirements

115. The Council is concerned about the way the Part 1 Requirements are drafted. The requirements, as drafted, are not sufficiently detailed. Each of the Requirements needs to require the necessary works to be carried out in accordance with formally approved plans / documents. They should also be clear precisely which plan, drawing and/or document is being approved. For example, the detailed design will encompass a number of plans and drawings for each of the individual elements of the scheme and the Code of Construction Practice (submitted in Appendix 20.2 of the Environmental Statement) may be amended prior to approval. Therefore it is important that the precise reference number / title and date of each are clearly recorded.

Schedule 2 Requirement 6 – landscaping

116. The Council has concerns regarding the proposed aftercare and management of the landscape. Highways England have specified a 5 year programme of after care for the landscaped areas.

117. This is considered an insufficient length of time to enable new landscape and habitats to establish and become robust. As a result, the Council seeks a 15 year aftercare plan from the completion of the scheme. This is a standard condition applied by the District Council on planning applications.

118. The Council would require the applicant's landscape proposals to include an agreed aftercare and management strategy to cover the entire fifteen year maintenance period.

119. The aftercare and management strategy should state the long term vision for the landscape and describe the relevant landscape operations to achieve this through landscape restoration, maintenance and management throughout the entire aftercare and management period.

Schedule 2 Requirement 10 - borrow pits

120. The Council is concerned that there is insufficient detail in Requirement 10 concerning borrow pits and would request that the Requirement ensure detailed plans are formally approved. The Applicant should be required to develop proposals for each borrow pit in consultation with the local authorities. It is important that the restoration plan includes a requirement for a minimum of 15 years after care where it proposes landscaping and/or habitat creation.

Missing Requirement for ecology

121. The Council is concerned that there is no requirement to ensure that adequate pre-construction surveying of habitats is undertaken to establish whether important ecological species are present on directly affected land or nearby

land which could be indirectly impacted. It is important that if important species are found or indication that they may be present, that adequate protection is afforded to them and such are agreed with the local authority before works are permitted.

Procedural issue – detailed design

122. Whilst South Cambridgeshire District Council is supportive in principle of the A14 improvement scheme, it does have a number of concerns regarding matters of detail which are left to a detailed design stage. The Council has concerns about the procedure for agreeing such matters which relate to the detailed design of the scheme, but which are not covered within the scope of the DCO documentation.
123. Implementation of landscape is addressed by a specific sign -off process (Schedule 2 Requirements, Part 1 paragraph 6). Other detailed design matters are not addressed.
124. Environmental Statement paragraphs 6.10.8 to 6.10.10 advise that mitigation will be secured by way of requirements in the DCO, and in parallel the Highways Agency will place a contractual responsibility on detailed design and construction contractors to comply with the DCO requirements. Discharge of these requirements would be by consent from the Secretary of State, generally following consultation with the relevant planning or environmental authority.
125. The Environmental Statement (ES) makes reference to a number of important issues being resolved at the detailed design stage. For example, with regard to noise barriers, the ES shows an indicative location for where noise barriers will be positioned and what length and height they will be. It does not, however, specify the style or materials of the barriers.
126. The DCO does details the process for agreeing detailed design matters and the involvement of the Local Authority In table 20.1 there are a number of areas however the LPA wish to be consulted where there is no reference.

Procedural issue - Code of Construction Practice & Local Environmental Management Plans

127. The Council is concerned that it would have no involvement in formal agreement of Code of Construction Practice (CoCP) or the Local Environmental Management Plans (LEMP) produced by contractors.
128. These are important documents controlling the construction of the scheme in order to ensure adequate measures are in place to mitigate potential impacts on residents. The CoCP outlines the control measures and standards to be implemented throughout the construction and the detail of how the contractors will operate at the local level will be included in the LEMPs. The Council would therefore like to be involved in agreeing the content of the CoCP and LEMPs.

Common law nuisance and statutory nuisance

129. The Council notes that the Infrastructure Planning Regulations require that the issue of potential common law nuisance and statutory nuisance must be considered and duly addressed and the applicant should propose to mitigate or limit them. This is because the Planning Act 2008 provides a general defence to action in respect of statutory nuisance.
130. The application is accompanied by a statement relating to statutory nuisance which identifies those matters defined in section 79(1) of the Environmental Protection Act 1990 which might be applicable and proposals for mitigating or limiting them.
131. It is concluded that the only statutory nuisance matters that could potentially arise as a consequence of the scheme, either at construction or during operation, are artificial light, dust, steam, smell or other effluvia and noise emitted from a premises or noise emitted from or caused by a vehicle, machinery or equipment in a street.
132. Potential noise nuisance would be limited to construction activities or vehicles, plant and machinery only as general road traffic noise is specifically exempted as a statutory nuisance. Highway or street lights are not specifically exempt, but because of their location they are unlikely to qualify as a statutory nuisance, as generally they are not found on 'premises'.
133. It is the council's view that all these potential risks of statutory nuisance related to construction can be either controlled or mitigated under the proposed CEMP that should be imposed via a requirement within the Order. H England have also indicated that they may apply for certain control consents in respect of construction noise from the local authorities under the Control of Pollution Act 1974.
134. Operational artificial lighting should also be approved by the imposition of a requirement.

Contaminated land and groundwater

135. It is recommended that a requirement / condition is imposed to ensure a robust mechanism and process is in place for dealing with any contaminated land and groundwater that may be encountered and discovered during the construction works. This should include consultation with the relevant planning authority and EA as to its subsequent treatment. It should preclude further work in the vicinity of the contamination until any necessary remediation has been carried out.

Conclusion

136. South Cambridgeshire District Council supports the A14 Cambridge to Huntingdon Scheme.
137. Whilst a number of issues have been raised in this written statement, they are capable of being appropriately addressed.
138. Discussions are continuing with Highways England to resolve some of the matters raised and progress will be recorded within the Statement of Common Ground.

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Draft A14 Examination Timetable
(Extract from Preliminary Meeting notification letter)

Draft timetable for examination of the application

The Examining Authority's (ExA) is under a duty to complete the examination of the application by the end of the period of 6 months beginning with the day after the close of the preliminary meeting.

The ExA's examination of the application takes the form of the application takes the form of consideration of written representations made at the hearings. The ExA will also consider any oral representations made at the hearings.

Item	Matters	Due Dates
1	Preliminary Meeting	Wednesday 13 May 2015
2	Issue by ExA of: <ul style="list-style-type: none"> Examination timetable Publication by ExA of: <ul style="list-style-type: none"> ExA's first written questions published 	As soon as practicable following the Preliminary Meeting
3	Deadline 1 Deadline for receipt of: <ul style="list-style-type: none"> Comments on relevant representations Suggested locations and justifications for the accompanied site visit Report on status of negotiations with affected persons in respect of compulsory acquisition for each plot 	Noon Monday 1 June 2015
4	Publication by ExA of: <ul style="list-style-type: none"> Accompanied site visit itinerary 	Friday 5 June 2015
5	Deadline 2 Deadline for receipt of: <ul style="list-style-type: none"> Written representations (WRs) by all interested parties Local Impact Reports from local authorities Responses to ExA's first written questions Statements of Common Ground requested by ExA – see Annex G Notification of wish to make oral representations at the issue specific hearing on the draft Development Consent Order (DCO) Notification of wish to speak at the open floor 	Noon Monday 15 June 2015

	<p>hearings</p> <ul style="list-style-type: none"> • Notification of wish to attend the accompanied site visit • Notification by statutory parties of wish to be considered an interested party • Any further information requested by the ExA 	
6	<p>Deadline 3</p> <p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> • Comments on WRs • Comments on Local Impact Reports • Comments on responses to ExA's first written questions • Report on status of negotiations with affected persons in respect of compulsory acquisition for each plot • Applicant's revised draft DCO 	<p>Noon Tuesday 7 July 2015</p>
7	Open floor hearing (evening)	<p>Monday 13 July 2015</p>
8	Open floor hearing (day time)	<p>Tuesday 14 July 2015</p>
9	Open floor hearing (evening)	<p>Tuesday 14 July 2015</p>
10	Issue specific hearing on the draft DCO	<p>Wednesday 15 July 2015</p>
11	Accompanied site visit	<p>Thursday 16 July 2015</p>
12	<p>Deadline 4</p> <p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Summary of oral submissions put at hearings • Post-hearing documents • Any further information requested by the ExA 	<p>Noon Wednesday 22 July 2015</p>
13	<p>Publication by ExA of:</p> <ul style="list-style-type: none"> • Second written questions 	<p>Wednesday 29 July 2015</p>
14	<p>Deadline 5</p> <p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Responses to ExA's second written questions 	<p>Noon Wednesday 19 August</p>

	<ul style="list-style-type: none"> • Report on status of negotiations with affected persons in respect of compulsory acquisition for each plot • Notification of wish to speak at a compulsory acquisition hearing 	2015
15	<p>Deadline 6</p> <p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> • Comments on responses to ExA's second written questions • Notification of wish to make oral representations at the issue specific hearings • Applicant's revised draft DCO • Any further information requested by the ExA 	Noon Wednesday 2 September 2015
16	<p>Compulsory acquisition hearings</p> <p>Note that the hearing on Tuesday 1 September 2015 will be in the afternoon only.</p>	Tuesday 1, Wednesday 2, & Thursday 3 September 2015
17	Issue specific hearing on the draft DCO	Friday 4 September 2015
18	Issue specific hearings	Tuesday 15, Wednesday 16, Thursday 17 & Friday 18 September 2015
19	<p>Deadline 7</p> <p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Summary of oral submissions put at hearings • Post-hearing documents • Applicant's revised draft DCO and Explanatory Memorandum • Any further information requested by the ExA 	Noon Monday 28 September 2015
20	Publication of consultation draft DCO and Report on the Implications for European Sites (RIES)	Friday 9 October 2015
21	Reserved for issue specific, open floor or compulsory acquisition hearing(s) if needed	Wednesday 21 October 2015

22	Issue specific hearing on the draft DCO	Thursday 22 October 2015
23	<p>Deadline 8</p> <p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Comments on consultation draft DCO and RIES • Post hearing documents • Any further information requested by the ExA 	Noon Friday 30 October 2015
24	<p>Deadline 9</p> <p>Deadline for receipt of:</p> <ul style="list-style-type: none"> • Responses to comments on consultation draft DCO • Any further information requested by the ExA 	Noon Friday 6 November 2015
25	The ExA is under a duty to complete the examination of the application by the end of the period of 6 months beginning with the day after the close of the Preliminary Meeting.	Friday 13 November 2015

Publication Dates

All information received will be published on the project website as soon as practicable after the deadline for submissions.

<http://infrastructure.planningportal.gov.uk/A14>

Hearing Agendas

Please note that we will aim to publish a detailed draft agenda for each hearing on the project website at least 5 working days in advance of the hearing date; but the actual agenda on the day of each hearing may be subjected to change at the discretion of the ExA.

Report on the Implications for European Sites (RIES)

Where the applicant has provided a No Significant Effects Report or a Habitats Regulations Assessment (HRA) Report with the DCO application, the ExA may decide to issue a RIES during the examination. The RIES is a factual account of the information and evidence provided to the ExA on HRA matters during the examination up to the date of the publication of the RIES, for the purposes of enabling the Secretary of State, as competent authority, to undertake their HRA. It is not the ExA's opinion on HRA matters. Comments on the RIES will be invited by the ExA and any received will be taken into account as part of the ExA's Recommendation to the Secretary of State for Transport.

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