

Appendix C - Borrowpits

Extract from Report to Planning and New Communities Joint Portfolio Holders on 2 March 2010 responding to the Pre- submission consultation

Borrow pits for use in the A14 improvements.

- 41 In the consultation in 2008 Costain and Lafarge who are both working with the Highway Authority proposed 13 clay- general borrow pit sites, which are located either adjacent to or very close to the route of the current or proposed line of the upgraded A14. The County Council then consulted upon these sites in 2009 and the comments submitted by South Cambs are contained within Appendix 5.
- 42 It should be noted that all of the clay borrow pits identified to serve the A14 improvements are all within South Cambridgeshire. Those that had previously been identified in other districts in the consultation in 2009 have not been allocated in the proposed Submission MWSSP. As part of the consultation there is additional information available on the County's website relating to the A14. This states - *The A14 scheme will require large quantities of clay as engineering fill. The fill is used to construct embankments for the road and whilst some may be sourced from within the scheme (from "cut and fill" engineering), the Plan makes provision for 9 general fill borrowpits to be constructed alongside the road primarily between Histon and Fen Drayton. At the eastern end of the scheme, suitable clay fill may be available from a local landfill site.* These nine borrowpits are those within South Cambs. It is unclear whether this implies clay would have to be transported out of South Cambs to provide for A14 improvements to the north of the district and the traffic implications of this. South Cambs would request that if this clay has to be transported this should be done along haul roads rather than impact on local roads.
- 43 The comments relating to borrowpits submitted for the consultation in 2009 still remain valid and can be summarized as follows –
1. The Highways Agency (HA) has not indicated what quantities of minerals will be required by the A14 works and whether by allocating all the proposed borrow pits there will be a surplus. South Cambs would not support some sites if other less sensitive locations were available.
 2. The timetable for the completion of the MWDP would appear not to coincide with that proposed by the HA to upgrade the A14. Is the MWDP the most appropriate vehicle for providing borrowpits for the A14 upgrade?
 3. Air quality – Concern if all the mineral sites and borrow pits were operating at the same time close to the A14 – there may be a significant degradation of air quality within the A14 Air Quality Management Area (AQMA) within South Cambridgeshire. There is a statutory duty to consider air quality action plans to reduce HCV traffic and bring down pollutant concentrations in the AQMA. The collective impact of the A14 borrowpits may have detrimental short-term impact on local air quality and SCDC's AQMA. Insufficient information has

been included for the Council to assess the cumulative impact on air quality.

4. Air quality – The impact of borrow pits will be over a limited period and the advantages of having them close to construction works could outweigh the dis-benefits highlighted by Environmental Health.

44 If the borrowpit allocations are to remain as part of the MWCS the concerns about air quality should be included as a separate paragraph in the supporting text to the policy about clay borrows pit allocations after paragraph 3.22 MWSSP.

45 The concern about how many borrowpits will be needed by the Highways Agency and also whether the MWDP is the most appropriate vehicle is further reaffirmed in the information provided on-line by the County during this consultation when it states '*The Highways Agency will clarify how many borrowpits are needed once they have a more accurate idea of their requirements. All borrowpits will require a planning application, which will include public consultation.*' South Cambs is concerned that there is such uncertainty and question whether the borrowpits should be included in the MWDP. If the Highway Authority has been unable to indicate how much clay would be needed for the A14 improvements the currently proposed sites may create a surplus or not be enough! South Cambs in its response to the actual allocated sites would be in favour of some sites if other less environmentally acceptable ones could be rejected. The following table indicates the hierarchy that South Cambs has devised in relation to the borrowpits within the district taking into account planning; conservation and environmental health considerations. Those borrowpits that are placed at 1 in the hierarchy should be used first for improvements to the A14

Figure 1 Hierarchy of borrowpits

Borrowpit	Place in hierarchy	Comments made on this site in Preferred Option 2 consultation 2009
New Barns Farm, Conington (16)	3	Supported with reservations concerning proximity to Conington; impact on wintering site for golden plovers.
Brickyard Farm, Boxworth (15)	1	Supported by South Cambs
Boxworth End Farm, North of Trinity Foot Junction (14)	1	Supported by South Cambs
South Trinity Foot Junction- East (21)	2	Supported with reservations concerning proximity to Lolworth
South Trinity Foot Junction - West (22)	1	Supported by South Cambs
North Bar Hill, Noon Folly Farm (17)	1	Supported by South Cambs
North Dry Drayton Junction, Slate Hall Farm (18)	4	Rejected by South Cambs
North Junction 14, Grange Farm (19)	3	Supported with reservations concerning impact on Beck Brook and

Borrowpit	Place in hierarchy	Comments made on this site in Preferred Option 2 consultation 2009
		site is in Green Belt
South Junction 14 /Girton/ Madingley (20)	2	Supported with reservations concerning site in Green Belt but potential for restoration of site for wetland reserve.