

A meeting of the **CABINET** will be held in **CIVIC SUITE 0.1A, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **THURSDAY, 18 JUNE 2015** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

**Contact
(01480)**

APOLOGIES

1. MINUTES (Pages 1 - 2)

To approve as a correct record the Minutes of the meeting held on 20th May 2015.

**M Sage
388169**

2. MEMBERS' INTERESTS

To receive from Members declarations as to disclosable pecuniary and other interests in relation to any Agenda item.

3. A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME
(Pages 3 - 210)

To consider a report and recommendations by the Head of Development regarding the development and delivery of the A14 scheme.

**S Bell
388387**

4. CORPORATE PLAN - PERFORMANCE REPORT

To receive a report by the Corporate Team Manager on progress against the Key Activities and Corporate Indicators listed in the Council's Corporate Plan for 2014/15 for the period 1st January to 31st March 2015.

**A Dobbyne
388100**

5. CUSTOMER SERVICE STRATEGY 2015-2018 (Pages 211 - 216)

To consider a report by the Head of Customer Service in order to provide feedback on the summary document, prior to a full Strategy being produced later in 2015.

**J Taylor
388119**

6. DISPOSAL AND ACQUISITIONS POLICY: LAND AND PROPERTY (Pages 217 - 230)

To consider a report by the Head of Resources regarding the new Disposal and Acquisition Policy: Land and Buildings and associated governance arrangements.

**C Mason
388157**

7. PROVISIONAL OUTTURN 2014/15 (REVENUE AND CAPITAL)
(Pages 231 - 248)

To receive a report by the Head of Resources regarding the provisional outturn for the financial year ending 31st March 2015.

C Mason
388157
R Maxwell
388117

8. TREASURY MANAGEMENT ANNUAL REPORT 2014/2015
(Pages 249 - 262)

To receive a report by the Head of Resources on the 2014/2015 Annual Treasury Management Strategy.

C Mason
388157

Dated this 10 day of June 2015



Head of Paid Service

Notes

1. Disclosable Pecuniary Interests

- (1) *Members are required to declare any disclosable pecuniary interests and unless you have obtained dispensation, cannot discuss or vote on the matter at the meeting and must also leave the room whilst the matter is being debated or voted on.*
- (2) *A Member has a disclosable pecuniary interest if it -*
- (a) relates to you, or*
 - (b) is an interest of -*
 - (i) your spouse or civil partner; or*
 - (ii) a person with whom you are living as husband and wife; or*
 - (iii) a person with whom you are living as if you were civil partners*
- and you are aware that the other person has the interest.*
- (3) *Disclosable pecuniary interests includes -*
- (a) any employment or profession carried out for profit or gain;*
 - (b) any financial benefit received by the Member in respect of expenses incurred carrying out his or her duties as a Member (except from the Council);*
 - (c) any current contracts with the Council;*
 - (d) any beneficial interest in land/property within the Council's area;*
 - (e) any licence for a month or longer to occupy land in the Council's area;*
 - (f) any tenancy where the Council is landlord and the Member (or person in (2)(b) above) has a beneficial interest; or*
 - (g) a beneficial interest (above the specified level) in the shares of any body which has a place of business or land in the Council's area.*

Non-Statutory Disclosable Interests

- (4) *If a Member has a non-statutory disclosable interest then you are required to declare that interest, but may remain to discuss and vote providing you do not breach the overall Nolan principles.*
- (5) *A Member has a non-statutory disclosable interest where -*

- (a) a decision in relation to the business being considered might reasonably be regarded as affecting the well-being or financial standing of you or a member of your family or a person with whom you have a close association to a greater extent than it would affect the majority of the council tax payers, rate payers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the authority's administrative area, or
- (b) it relates to or is likely to affect a disclosable pecuniary interest, but in respect of a member of your family (other than specified in (2)(b) above) or a person with whom you have a close association, or
- (c) it relates to or is likely to affect any body –
 - (i) exercising functions of a public nature; or
 - (ii) directed to charitable purposes; or
 - (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a Member or in a position of control or management.

and that interest is not a disclosable pecuniary interest.

2. Filming, Photography and Recording at Council Meetings

The District Council supports the principles of openness and transparency in its decision making and permits filming, recording and the taking of photographs at its meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening at meetings. Arrangements for these activities should operate in accordance with guidelines agreed by the Council and available via the following link [filming, photography and recording at council meetings.pdf](#) or on request from the Democratic Services Team. The Council understands that some members of the public attending its meetings may not wish to be filmed. The Chairman of the meeting will facilitate this preference by ensuring that any such request not to be recorded is respected.

Please contact Mrs Melanie Sage, Democratic Services Team, Tel No. 01480 388169/ e-mail Melanie.Sage@huntingdonshire.gov.uk if you have a general query on any Agenda Item, wish to tender your apologies for absence from the meeting, or would like information on any decision taken by the Committee/Panel.

Specific enquiries with regard to items on the Agenda should be directed towards the Contact Officer.

Members of the public are welcome to attend this meeting as observers except during consideration of confidential or exempt items of business.

Agenda and enclosures can be viewed on the District Council's website – www.huntingdonshire.gov.uk (under *Councils and Democracy*).

If you would like a translation of Agenda/Minutes/Reports or would like a large text version or an audio version please contact the Elections & Democratic Services Manager and we will try to accommodate your needs.

Emergency Procedure

In the event of the fire alarm being sounded and on the instruction of the Meeting Administrator, all attendees are requested to vacate the building via the closest emergency exit.

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Agenda Item 1

HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the CABINET held in the Civic Suite 0.1A, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN on Wednesday, 20 May 2015.

PRESENT: Councillor J D Ablewhite – Chairman.

Councillors R C Carter, S Cawley, D B Dew, J A Gray, R Harrison, R B Howe and D M Tysoe.

1. MINUTES

The Minutes of the meeting held on 23rd April 2015 were approved as a correct record and signed by the Chairman.

2. MEMBERS' INTERESTS

There were no declarations of disclosable pecuniary or other interests received at the meeting.

3. APPOINTMENT OF EXECUTIVE COUNCILLORS

RESOLVED

- (a) that executive responsibilities for the Municipal Year 2015/16 be allocated as follows:

Strategic and Delivery Partnerships	Councillor J D Ablewhite
Strategic Planning and Housing	Councillor D B Dew
Commercial Activities (to include Leisure Centres, CCTV, Document Centre, Car Parking)	Councillor R B Howe
Operations and Environment	Councillor R C Carter
Resources (to include Corporate Estates and Capital Projects)	Councillor J A Gray
Customer Services (to include IT)	Councillor D M Tysoe
Strategic Economic Development and Legal (to include Licensing and Protection, Communities and Voluntary Groups)	Councillor R Harrison
Organisational Change and Development	Councillor S Cawley

- (b) that the Executive Leader of the Council be appointed to serve as an ex-officio Member of the Employment Panel; and

- (c) that Executive Councillors be appointed to serve as ex-officio Members of the Panels as follows:

Executive Councillor for Strategic Planning and Housing	Development Management Panel
Executive Councillor for Strategic Economic Development and Legal	Licensing and Protection Panel/ Licensing Committee.

4. HINCHINGBROOKE COUNTRY PARK JOINT GROUP

RESOLVED

that Councillors T H Hayward, B Hyland, T D Sanderson and R J West be appointed to serve on the Hinchingsbrooke Country Park Joint Group for the ensuing Municipal Year.

5. DEVELOPMENT PLAN POLICY ADVISORY GROUP

RESOLVED

that Councillors Mrs B E Boddington, P L E Bucknell, E R Butler, D B Dew, J M Palmer and P D Reeve be appointed to serve on the Development Plan Policy Advisory Group for the ensuing Municipal Year.

There remained one Independent vacancy.

6. MEMBER DEVELOPMENT WORKING GROUP

RESOLVED

that Councillors S Cawley, S J Conboy, K J Churchill, D B Dew, P Kadewere and R G Tuplin be appointed to serve on the Member Development Working Group for the ensuing Municipal Year.

7. SAFETY ADVISORY GROUP

RESOLVED

that Councillors Mrs B Boddington, J W Davies, A Hansard, R Harrison and Mrs P A Jordan and be appointed to serve on the Safety Advisory Group for the ensuing Municipal Year.

8. ONE LEISURE HUNTINGDON SPORTS CENTRE JOINT COMMITTEE

RESOLVED

that Councillors S Cawley, R Howe and T D Sanderson be appointed to serve on the One Leisure Huntingdon Sports Centre Joint Committee for the ensuing Municipal Year.

Chairman

Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter: A14 Cambridge to Huntingdon Improvement Scheme

Meeting/Date: Overview & Scrutiny Panel (Environmental Well-Being) – 9th June 2015
Cabinet – 18th June 2015

Executive Portfolio: Planning & Housing Strategy

Report by: Head of Development

Ward(s) affected: All Wards

Executive Summary:

Members will be aware of continuing progress reports in the development of the A14 scheme, including that in June 2014 outlining the outcomes and recommendations of Highways England's (HE) formal public consultation. This was followed by a further progress report to Members in March 2015 outlining progress with the development and delivery of the scheme, including the proposed timeline to overall delivery and details of the proposed Examination in Public.

The purpose of this report is to provide a further progress report leading into the A14 Examination in Public.

The Development Consent Order (DCO) was submitted by HE to the Planning Inspectorate (PINS) on 31st December 2014. The application was accepted for Examination by PINS on 27th January 2015 and the Preliminary Meeting prior to the formal start of the Examination period was held on 13th May 2015.

The formal Examination in Public commenced on 14th May 2015.

This report includes an update on the Council's progress in negotiations with HE since the last report considered during March 2015 in our role as a Tier 1 Stakeholder and a statutory consultee in relation to the overall project.

The report also considers 3 key elements that the Council will submit to PINS as part of the Examination process, namely the (Draft) Joint Local Impact Report (Joint LIR), a (Draft) Statement of Common Ground (SoCG) and the Council's Written Representation. It is important to note that both the (Draft) Joint LIR and the (Draft) SoCG will remain continually evolving documents between now and during the Examination process as matters are negotiated as far as possible towards final agreement during the coming weeks. Updated versions will be submitted to Members where possible during this period.

Recommendation(s):

Members are recommended to approve;

- i) The (Draft) Joint Local Impact Report of the Council, together with other Tier 1 stakeholders, namely Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council,
- ii) The (Draft) Statement of Common Ground between the Council and Highways England,
- iii) The Written Representation of the Council to be submitted to the A14 Examination in Public,
- iv) That, in the interests of expediency, delegated authority be given to the Managing Director and the Executive Councillor for Planning & Housing Strategy relating to the agreement of any required minor amendments to the (Draft) Joint Local Impact Report, the (Draft) Statement of Common Ground and the Written Representation and other such documents as necessary.

1. WHAT IS THIS REPORT ABOUT/PURPOSE?

- 1.1 This report gives a further update on progress with the development of the A14 Project since the last A14 report was considered during March 2015, matters surrounding the commencement and running of the Examination in Public and the relevant documentation that the Council will submit to the Examination.

2. BACKGROUND

- 2.1 Since the original publication of the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) in 2001, the Council has consistently supported calls for the improvement of the A14 between Cambridge and Huntingdon, including the provision of a new off-line route to the south of Huntingdon & Godmanchester and the removal of the current A14 Viaduct within Huntingdon, the downgrading of the existing A14 route and the creation of a new local road network within Huntingdon.
- 2.2 The Council is also a funding partner towards the proposed scheme with an agreed financial package in place to deliver an overall contribution of £5 million towards the project.
- 2.3 A plan of the overall scheme will be available at the meeting.

3. CURRENT POSITION & EXAMINATION IN PUBLIC

- 3.1 Prior to the start of the formal examination process, the Council submitted a Relevant Representation to PINS following your consideration of this at the last meeting. This paper outlined the key issues that the Council wished to make representations on during the Examination. The final approved version is attached at Appendix A.
- 3.2 Since the last report, Officers have been continuing to negotiate on outstanding matters and while progress has been made on many, others remain outstanding and yet to be resolved. The current Draft Written Representation of the Council is attached at Appendix B. This document outlines the 'Case for the Council' including more extensive background on the Council's input to the scheme since the CHUMMS study in 2001. Particular attention should be paid to Section 8, which outlines matters outstanding to be agreed and on which Officers continue to make progress or to outline matters that it is considered need to be examined.
- 3.3 A Preliminary Meeting was held on 13th May 2015 when the three appointed PINS Examiners outlined the Examination process to those who had made a Relevant Representation. The Examination Timetable issued on 21st May 2015 following the Preliminary Meeting, is attached at Appendix C and particular attention is drawn to the submission deadline of 15th June 2015 for Written Representations and the Joint Local Impact Report and 26th June 2015 for Statements of Common Ground.
- 3.4 At this meeting, an Officer of the Council, together with colleagues from the County Council and Cambridge City Council, outlined the democratic processes of each authority relating to the approval of required documentation and a requested revised submission deadline for these key documents of 30th June 2015, particularly in relation to this Council's approval and our agreement to the Joint Local Impact Report.

- 3.5 While the Examiners noted and understood this timeline for final submission, they considered that as each Authority would have its relevant reports published in the public arena by 15th June 2015, that all Council's should submit their documentation by this deadline under the caveat where needed of 'Draft – Subject to Formal Democratic approval of (Name) Council'.
- 3.6 The submission of a Local Impact Report is a statutory requirement of the DCO process under the terms of the Planning Act 2008 and given the commonality of issues across the local authority areas covered by the proposed Scheme, it has been agreed that a joint version will be submitted by this Council, the County Council, Cambridge City Council and South Cambridgeshire District Council. The current Draft version is attached at Appendix D.
- 3.7 The final key document to be submitted to the examination is the Statement of Common Ground between Highways England (HE) and the Council, which is a further statutory requirement of the process. The current draft can be found at Appendix E.
- 3.8 In the case of these three submissions, it should be noted that all are in draft form and are still subject to updating and final agreement and further copies will be made available at the meeting if necessary. The examination process allows updated documents to be submitted during the time in which the Examiners are sitting but final versions must be agreed and submitted by the end of the examination on 13th November 2015.
- 3.9 In order to prevent undue delay in the consideration of minor updating to these documents, it is recommended that delegated authority be given to the Managing Director and the Executive Councillor for Planning & Housing Strategy for this purpose. While any matters or changes of a fundamental or strategic nature are not expected, if these were to arise, these would continue be reported to the Panel and the Cabinet in the usual way.

4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

- 4.1 The Environmental Well-Being Panel have been informed that there are no planned 'Borrow Pit' additions following questions on potential changes. It was confirmed that no changes were imminent and any discrepancies that did occur would be resolved before the end of the examination period. Members noted that there was a Legacy meeting scheduled on 11th June 2015 to further discuss Borrow Pits, making sure that maintenance was upheld after the obligatory 10 years.

The Panel queried the routes for the aggregate deliveries during the A14 development and access issues that might arise from the work. It was explained that HE have indicated that the route of the new roads would bear the majority of the construction traffic, including a new 'Haul Route' between Ellington and Swavesey. Contractors appointed to carry out the works might suggest an alternative solution although the District Council would continue to press for the 'Haul Route' as currently proposed. The Panel suggested that this information should be provided to local Parish Councils to avoid further confusion.

It was explained that Borrow Pits were utilised in a variety of ways such as landfill sites and the current option was to fill them with water, creating uses within that environment. It was noted that after the Compulsory Purchase of the land it then had to be offered back to the original landowner. If that offer

was declined then HE have a statutory 10 year obligation and the Council was working to have a greater say on how the sites were used in the long-term future beyond that 10 year period.

In conclusion, the Panel accepted the report and remarked on the usefulness of the document as an update. All recommendations to Cabinet were approved by the Panel.

5. KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?

5.1 The key issues remain the continuing discussions between the Tier 1 stakeholders and Highways England relating to matters contained within Appendix B. While the outstanding issues are broad in nature, it is anticipated that many will be resolved or subject to Examination during the formal process before the close in November 2015.

5.2 While all matters are of importance to the Council and the local community, the completion of the assessment of traffic impacts on the local road network is a key issue, together with any noise and air quality issues that may arise or are still outstanding, particularly relating to affected properties.

6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION

6.1 The Examination timetable is shown at Appendix C. The formal outcomes of the Examination are expected to be known during the first-half of 2016 and, if the Scheme is approved, it is still our understanding from Highways England that the scheme would commence construction works before the end of 2016.

7. LINK TO THE CORPORATE PLAN

7.1 The fundamental objective of this Council's engagement in the scheme has been to ensure that the project fully aligns with the key priorities of the Corporate Plan, namely;

- A strong local economy
- Sustainable growth
- Thriving communities

8. CONSULTATION

8.1 As reported previously, public consultation is a key requirement of the DCO process and the Council confirmed our approval to the 'Adequacy of Consultation' to PINS on 12th January 2015.

9. LEGAL IMPLICATIONS

9.1 The Council's primary legal responsibility remains our approval to provide agreed contributory funding of £5 million towards the project as outlined in the previous report.

10. RESOURCE IMPLICATIONS

10.1 As outlined in Section 9 above, this was reported in the previous report on this subject.

11. OTHER IMPLICATIONS

11.1 None.

12 REASONS FOR THE RECOMMENDED DECISIONS

12.1 The Council has consistently supported the need for the improvement of the A14 since our consideration of the CHUMMS recommendations in 2001. It has also resolved in the past that an upgraded A14 is vital to the continued economic prosperity of Huntingdonshire, as well as Cambridgeshire, as well as being of regional and national importance given its links to the East Coast ports and the international markets of Europe.

12.2 On this basis, the Scheme as now proposed continues to include the overall improvements that have been consistently sought, including the removal of the A14 Viaduct within Huntingdon. It is therefore recommended that the Council engages with the Examination process outlined in this report and submits our Written Representation, Joint Local Impact Report and Statement of Common ground to PINS.

12.3 It is also recommended that the Council continues to negotiate on the Outstanding Issues contained within the Written Representation and seeks to reach agreement on as many of these as possible and that any outstanding are duly considered through the Examination process.

13. LIST OF APPENDICES INCLUDED

Appendix A – Relevant Representation
Appendix B - Draft Written Representation
Appendix B/1 – A14 Noise Adversely Affected Properties
Appendix C – Examination Timetable
Appendix D – Draft Joint Local Impact report
Appendix E - Draft Statement of Common Ground

BACKGROUND PAPERS

A14 Overview & Scrutiny Panel (Environmental Well-Being & Cabinet Reports – June 2014 and March 2015:

- A14 Cambridge to Huntingdon – Response to Highways Agency Development Consent Order Pre-Application Statutory Consultation Report (Overview & Scrutiny Panel (Environmental Well-Being) 17th June 2014 and Cabinet 19th June 2014)

<http://applications.huntingdonshire.gov.uk/moderngov/documents/s67005/A14%20Cabinet%20Report%20Final%20Pack.pdf>

<http://applications.huntingdonshire.gov.uk/moderngov/documents/s67000/A14%20Cabinet%20Report%20-%20June%202014%20Final%20Version.pdf>

- A14 Cambridge to Huntingdon Improvement Scheme Report (Overview & Scrutiny Panel (Environmental Well-Being) 10th March 2015 and Cabinet 19th March 2015)

<http://applications.huntingdonshire.gov.uk/moderngov/documents/s69848/Item%206%20-%20A14%20Report%20OS%20Environmental%20Well-Being%20150310.pdf>

<http://applications.huntingdonshire.gov.uk/moderngov/documents/s69983/A14%20Report%20Cabinet%20150319.pdf>

Cambridge to Huntingdon Multi-Modal Study (CHUMMS) – Final Report August 2001
<http://www.highways.gov.uk/roads/road-projects/a14-cambridge-to-huntingdon-improvement-scheme/>

CONTACT OFFICER

Stuart Bell – Transport Team Leader
Tel No. (01480) 388387

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APPENDIX A

A14 Cambridge to Huntingdon – Relevant Representation by Huntingdonshire District Council

The above project is one of national and local importance that this Council has resolved to support and we remain a committed partner in the development and delivery of the scheme, including as a funding partner for which formal agreement has been entered into with the Secretary of State for Transport.

This Council is a statutory consultee under the terms of S.56 of the Planning Act 2008.

The Council considers that the project remains vital to the delivery of the growth agenda across Huntingdonshire and the Greater Cambridge area, relieving current congestion, reducing journey times and addressing current safety issues.

The Council will submit written representations regarding this project which will acknowledge the close and fruitful working relationship with the Highways Agency (HA) in developing the scheme now submitted.

While a number of matters are the subject of continuing discussions with the HA in order to seek resolution of outstanding matters, the following are the broad themes still under discussion prior to formal Examination and on which we may wish to make representation. However, we are continuing to have fruitful and meaningful discussions with all project partners, which may entirely or proportionately mitigate away current outstanding matters prior to Examination.

- Environment, Landscape and Visual Impact
- Noise, Vibration & Air Quality
- Land Contamination
- Heritage
- Borrow Pits
- Rights of Way relating to community integration
- Local off-line traffic impacts
- Drainage

Importantly, in relation to all the above matters, the question of legacy remains outstanding. At all levels of the project, the meaning of legacy and its outcomes are still under discussion in seeking a range of outcomes that overcome the continued detrimental environmental impact of the existing route alignment while also delivering a scheme that secures wider benefits across the community than simply delivering a new road.

The Council will be submitting a Joint Local Impact report, together with Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council. We are currently negotiating a Statement of Common Ground with the HA.

In relation to the Examination, the Council will make representations to PINS as a response to the DCO process and as previously informed, our formal response will be considered on 18th June, after ongoing Scrutiny processes aimed at reducing any remaining outstanding issues after which we will respond to the Inspectorate.

The Council will wish to attend the 'Preliminary Meeting' and attendance numbers will depend on how the four Councils within the Joint LIR will want to represent their issues . If an 'Issue Specific Hearing' is held, depending on the topic/s, the Council may wish to speak if it relates to the subject headings outlined above.

Stuart Bell
Transport Team Leader
On behalf of Huntingdonshire District Council
16:30 hours, 12th March 2015

APPENDIX B

PLANNING ACT 2008

THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES
2010

A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME
DEVELOPMENT CONSENT ORDER

WRITTEN REPRESENTATION BY
HUNTINGDONSHIRE DISTRICT COUNCIL

1. Introduction/Reason for Representation

- i. This representation is made in respect of the A14 Cambridge to Huntingdon Improvement Scheme (the scheme) Development Consent Order (the Order), and 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 the Joint Local Impact Report.
- ii. This Council is a Tier 1 Local Authority and a Statutory Consultee for the scheme under S.56 of the Planning Act 2008. Highways England (the Applicant) has consulted with the Council during the pre-application stages of the proposal and many representations and requirements of the Council have been included as part of the Order now made.
- iii. A Relevant Representation was submitted to PINS on 12th March 2015 outlining a number of matters relating to the proposed scheme that were subject to continuing discussions with the Applicant in order to seek satisfactory resolution. The purpose of this Representation is to report on the matters outlined previously, matters still to be resolved and other matters that the Council considers worthy of note and that the Council wishes to have considered as part of the Examination.

2. Background

- i. The Council has consistently supported calls for the improvement of the A14 between Cambridge and Huntingdon since the publication of the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) recommendations in August 2001.
- ii. The Council originally gave its backing to proposals to upgrade the A14 between Cambridge and Huntingdon in September 2001 when Council resolved to support a number of elements arising out of the CHUMMS study options, including matters relating to the Huntingdon Viaduct, the urgent need for the A14 to be upgraded, including a new off-line route to be created and implications for the A1 between Alconbury and Brampton.
- iii. Since this date, the Council has further considered a range of further emerging options relating to the upgrading of the A14, as promoted by the Department for Transport and the Highways Agency (now Highways England) until the previous scheme, to the one currently being considered, was cancelled as part of the 2010 Spending Review. As part of all the A14 options considered by the Council, it has always resolved to support options that upgrade the A14 on a new route alignment and include for the removal of the current A14 Viaduct within Huntingdon, the downgrading of the existing A14 route and the creation of a new local road network within Huntingdon.

See Conclusion 9 (i) – The Council has consistently supported the need for improvements to be carried out to the A14, given its strategic importance, since the CHUMMS recommendations in August 2001

3. The Current Proposal

- i. This project is one of national and local importance that this Council has resolved to support and we remain a committed partner in the development and delivery of the scheme, including as a funding partner, for which formal agreement has been entered into between this Council and the Secretary of State for Transport.
- ii. This Council is a statutory consultee under the terms of S.56 of the Planning Act 2008 and considers that the project remains vital to the delivery of the growth agenda across Huntingdonshire and the Greater Cambridge area, relieving current congestion, reducing journey times and addressing current safety issues.
- iii. Since the emergence of this scheme arising from the Department for Transport 'A14 Study' that followed the cancellation of the previous scheme, this Council has supported the route now proposed, including the removal of Huntingdon Viaduct (see Section 4 below). The route now proposed has been subject to considerable levels of public consultation and engagement, and we have enjoyed a close and professional working relationship with Highways England and their J2A consultants in developing the scheme now submitted in our role as a Tier 1 stakeholder under the terms of the Planning Act 2008.
- iv. While the Council and its Tier 1 partners (Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council) have sought to reach agreement on as many matters as possible as outlined with the Environmental Statement, there are inevitably those topic areas where it has not been possible to reach agreement at this stage and we wish to make representation to the Examination in Public on these matters. However, while these still exist at the time of writing this representation, it is still our intention to agree as many matters as possible prior to the Examination, during it sitting and thereafter, which may entirely or proportionately mitigate away any outstanding matters.

See Conclusion 9 (viii) – The Council has always supported the need for improvements to be carried out to the A14 due to the long-term benefit and the future well-being of the region to secure economic growth, jobs and new homes

4. Huntingdon Viaduct

- i) Since the publication of the original CHUMMS study, the Council has consistently supported the de-trunking of the current A14 route through Huntingdon, the removal of the existing Viaduct and its replacement with a new local road network serving Huntingdon and the Council continues to support that position as a result of the DCO now submitted
- ii) The Applicant has consistently advised the Council that the structure is in poor condition and despite the introduction of structural remediation work to it over recent years, that the

Value for Money (VfM) position is that whatever the outcome of the proposed Scheme, that the structure would require replacement.

- iii) Given the need to provide extra capacity on the Trunk Road, the Council has never supported calls to rebuild the Viaduct in order to provide extra capacity on the existing route through Huntingdon through various alternative scenarios that emerged from the CHUMMS work. The Council has never considered that this represents a viable solution to the strategic needs of the A14, that it would do nothing to address the environmental, air quality and noise blight that the current route creates through the town and would do nothing to address accessibility issues and traffic relief within Huntingdon and Godmanchester.
- iv) The Council, together with other partners, part-funded a study during 2005/06 that concluded that a proposal to demolish the viaduct and replace it with a junction that was beneficial to Huntingdon, Godmanchester and the wider surroundings. This study assessed a wide range of options and alternative layouts, and concluded that a junction between the de-trunked A14 and Brampton Road would have a beneficial impact on traffic in the town, albeit with some negative impacts on the section of Brampton Road in the immediate vicinity of any new road layout.
- v) This study also concluded that a link from a de-trunked A14 to the ring-road at Mill Common was an essential part of the proposals as it would reduce traffic demand on Brampton Road in order to reach Huntingdon town centre and also in reducing the need for traffic to access Huntingdon from the east from having to pass through Godmanchester and over the historic Town Bridge. A further key element of the proposals was the creation of the West of Town Centre Link Road, which opened to traffic in 2014, now known as Edison Bell Way, and which was designed and future-proofed to accommodate any emerging proposals arising from the removal of the A14 Viaduct.
- vi) Following this work, the Huntingdon & Godmanchester Market Town Transport strategy (H&GMTTS), adopted by the Council and the County Council, supported the removal of the Viaduct and the creation of a new local road network as this *would 'significantly reduce the amount of traffic in Huntingdon, Godmanchester and surrounding villages and remove current rat-running (that) avoids the existing route. Huntingdonshire District Council and Cambridgeshire County Council have indicated to the Government that the removal of the A14 viaduct over the East Coast Main Line is a vital component to the scheme in terms of improving local traffic flows. The removal of the viaduct would allow for the creation of new access roads into the town centre, improving accessibility for all modes and allowing the existing A14 alignment to serve as a high quality local road. This in turn would ease pressure on the Spittals interchange, the A141 bypass and main thoroughfares in Godmanchester'*.
- vii) The Council also adopted the Huntingdon West Area Action Plan in 2011, which covers the redevelopment and regeneration of this part of Huntingdon and recognised the need to adopt a formal policy to ensure that development takes place in a manner which benefits the existing town centre and the surrounding area. This included the provision of the now

completed Edison Bell Way and Department for Transport (then) proposals for options relating to the removal of the Huntingdon Viaduct.

- viii) As part of the current proposals to remove the existing Viaduct, the Council is aware that the Applicant has undertaken operational assessments of the replacement road network that would be created. These have concluded that, with the exception of Edison Bell Way, all elements of the junction function with an acceptable flow to capacity ratio of less than 85%. Edison Bell Way currently has junction capacity issues without the scheme, which were known and agreed at the time that the road was planned and formally approved. With the Scheme, it is known that these issues remain although there is a slight overall improvement and that the Scheme does not make the current situation worse. The County Council, as local highway authority, will review this assessment when final agreement on traffic flows on local roads is reached with the Applicant and these will also be subject to the agreement of the Council.
- ix) An important element of the new local road network is that only by removing the Viaduct is demand to use the existing A14 route constrained. However a connection between the two sides of the route is desirable for the reasons already stated but it needs to dissuade strategic traffic from using it as a 'through-route'. The proposed junction layout achieves this by incorporating in its geometry and signals an element of demand management. It is also crucial that by creating this new layout, that it is taken into the existing 7.5T weight limit zone in Huntingdon.
- x) Based on the assessment work to date as undertaken by the County Council and, subject to the completion and verification of final modelling work, the Council does consider that the removal of the Viaduct and the creation of the new local road network to be an acceptable solution to serve Huntingdon and the surrounding area and it is for this reason that this is supported by the Council in the H&GMTTS, its own Huntingdon West Area Action Plan and the creation of the now opened, Edison Bell Way.

See Conclusion 9 (vii) – The Council has always strongly supported the removal of Huntingdon Viaduct as part of any overall A14 solution. The current route through Huntingdon is part of its downfall and its sub-standard design, elevated route and environmental blight without mitigation, is completely at odds with 21st Century design standards

5. Statement of Common Ground

- i) The Council has an 'agreed in principle' Statement of Common Ground with the Applicant and the final version will be agreed and updated during the Examination process, subject to normal democratic approval processes at the Council.
- ii) These represent common understanding with the Applicant and are not therefore repeated within the Representation.

6. Joint Local Impact report

- i) The Joint Local Impact Report (together with Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire County Council) is the main document for setting-out the primary impacts of the Scheme on the local environment. Issues reported in that document are not repeated within this Representation.

7. Code of Construction Practice

- i) The Council has noted that the Applicant has agreed to consult with Tier 1 stakeholders as this document and Local Environmental Management Plans (LEMP) are developed. The Council wishes this consultation to be secured as a Requirement on the Secretary of State as this would contain matters that the Council has currently agreed with the Applicant as 'to be agreed as part of the Code of Construction Practice (CoCP)'. The Council therefore wishes that this is stipulated as a Requirement of the Applicant to ensure that such matters are properly agreed with the Council.

8. Outstanding Issues

As part of our representation to the Preliminary Meeting, we advised that the following are the topic areas where there are matters that are currently outstanding and subject to final resolution, as follows;

- Environment, Landscape and Visual Impact
- Noise, Vibration & Air Quality
- Land Contamination
- Heritage
- Borrow Pits – Restoration, Future Maintenance & Legacy
- Rights of Way relating to community integration
- Local off-line traffic impacts/traffic modelling outputs/highway design
- Drainage
- Legacy

See Conclusion 9 (vi) (vii) (ix) – Many of the topic areas relate to the overall 'Legacy' of the proposed scheme and the Council recognises that the overall aim continues to be that the best possible mitigation measures are secured to minimise the scheme effects. The Council will continue to negotiate these in its role as a Tier 1 stakeholder

a) Environment, Landscape and Visual Impact

- i) For matters relating to Borrow Pits, see 9e below

- ii) The current proposals provide no mitigation to the east side of the new A14 (on the line of the old A1) north of Grafham Road and the Council considers that this may impact on Brampton and users of Lenton Lakes (fishing area) immediately to the east as well as potential 'shared open spaces' relating to Borrow Pits 1 and 2 and noise affecting song bird habitat
- iii) While the Applicant has confirmed their design criteria are primarily for protecting where people live, community facilities, designated 'quiet' areas etc. they have noted that Lenton Lakes are not a designated 'quiet' area and that there would be no adverse effects on shared open spaces and therefore there was no sustainable case for further mitigation as the cost (of mitigation) would far outweigh any slight benefit
- iv) However, the Council remains of the view that this stance is unacceptable and reiterates the view that there can be nothing but significant adverse noise and visual effects, especially at Lenton Lakes given its close proximity to projected traffic flows. Likewise, while protection is noted for nearby residential areas, there are none proposed for existing and proposed recreation areas and those potentially associated with Borrow Pits 1 & 2. Therefore the proposals need to consider an amended scheme with greater screening to address visual impacts and to address noise impacts now

b) Noise, Vibration & Air Quality

- i) In relation to Borrow Pits, the County Council considers that these should be treated as minerals extraction sites. Therefore, assessing the noise implications relating to the borrow pits should be done in accordance with the National Planning Policy framework guidance, not BS5228 as stipulated by the Applicant
- ii) The Council considers that the Examination needs to consider the regulatory framework under which the development of Borrow Pits would be taken forward in order to enable this Council to properly assess the noise implications arising from such development. In this regard it is noted that there is a potential 42-month operational period for Borrow Pits and the Council does not consider it acceptable for an individual/s to have to be subjected to an unacceptable level of significant noise impact for 3 ½ years of an affected person's life
- iii) The Council accepts that noise is an issue that will be potentially managed through the CoCP and LEMP processes but it does consider that for the reasons outlined in (b) (ii) above, that this matter must be examined through the Examination process.

- iv) The Council has been in lengthy discussion with the Applicant relating to affected properties and while these remain ongoing, the Council considers that it is necessary that affected properties must be properly highlighted.
- v) With regard to National Policy Statement for National Networks (NPSNN) and Government Noise Policy as defined in the Noise Policy Statement for England (NPSE), and with particular reference to 5.195 of NPSNN, the requirement is that adverse effects are minimised as far as sustainably possible (not avoided or prevented)
- vi) It should be noted that at 2.24 of the NPSE, Government's Noise policy *"requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur."*
- vii) To ensure that all sustainable mitigation has been included in the scheme, and as set out in the Environmental Statement, the provision of noise mitigation has been subject to the following tests:
- viii) Benefit (monetised benefit of noise reduction evaluated using WebTAG) compared to cost of the mitigation;
 - Engineering practicability;
 - Other environmental effects potentially caused by the mitigation (for example landscape or visual effects); and
 - Stakeholder engagement and consultation responses
- ix) The Council therefore agrees that the above considerations confirms our view why it is not sustainable to provide further mitigation for each of the (non-significant) adverse effects highlighted by the Council and fully appreciate that legally (because the noise levels that are being predicted are within threshold standards) the Council cannot insist on greater protection on the properties that have been classified by the Applicant as not requiring further mitigation
- x) However the Council continues to predict that a number of properties will be affected and although not within mitigation thresholds, it is the Council's opinion that a monitoring regime should be introduced to measure any possible situation where an affected property might become an adversely affected property requiring suitable mitigation within the future design year period for the scheme and that this should be considered as part of the Examination process
- xi) Appendix B/1 provides details of the Adversely Affected Properties referred to

c) Land Contamination

- i) The Council has identified potential areas of contamination relating to the sub-strata of existing farm tracks. While the Applicant has noted these and suggested that the relevant Contractor assesses the risk at these locations, the Council considers that this should be a stipulated requirement for investigation prior to any construction works given the potential for further contamination

d) Heritage

- i) It has been agreed in principle that historic milestones should be reinstated but no timescale for this has been agreed. Given the important historic value of these features, the Council considers that an agreed timescale should be stipulated
- ii) The main Huntingdon Rail Station building is a listed structure and the Council considers that this is of such significant merit that, as requested as part of on-going Stakeholder discussions prior to the DCO submission, that greater work should have been undertaken relating to the consideration of the setting of the listed building. This also relates to comments made under (g) off-line traffic impacts/traffic modelling outputs/highway design, Sec. (g) (x to xv) below and how that layout affects or contributes to the setting
- iii) The setting of Mill Common within Huntingdon is an important heritage feature within the town and together with the improvement of the visual impact that the removal of the Viaduct will bring, together with the downgrading of the slightly elevated existing road to a lower level, this will have a significant improvement to the setting of the Common. The Council has consistently lobbied for the proposed link road between what would be the old A14 and Huntingdon ring-road to have as minimal possible impact on Mill Common as feasible. This has been subject to continued discussions between the Applicant, the Council and the County Council and as outlined in Sec. (g) (xviii), the Council considers that the Applicant's suggested layout, known as Option 4, should be adopted
- iv) Other matters relating to the Cultural Heritage of Mill Common are considered by the County Council as part of their Written Representation, including a programme of archaeological work and investigation
- v) The Council contends that a significant legacy of the Scheme as submitted by the Applicant, relates to the proposed reduction in traffic through Godmanchester and this is strongly welcomed. Sec. 9 (i) (iii & iv) below outlines the Council's view that in considering the overall Legacy of the Scheme, that the Applicant

should consider other contributory related measures required in Godmanchester to remove the residual effects of current traffic impact

e) Borrow Pits – Restoration, Future Maintenance and Legacy

- i) For issues relating to noise and visual screening, please refer to 8a (ii, iii & iv) above
- ii) The Council has been party to significant levels of discussion, including at Stakeholder Project Board level, relating to the need for Borrow Pits, and as a source of construction material for the scheme, this is understood and supported. However, the outstanding concern of the Council relates to their long-term future and management in perpetuity. While the constraints of the Applicant are understood in relation to the Compulsory Purchase Order (CPO) process, the Council considers that a long-term management plan must be put into place to cover any periods beyond those set by the CPO process.
- iii) This is particularly relevant as the National Planning Policy Framework (NPPF) requires the determining authority to “provide for restoration and aftercare at the earliest opportunity to be carried out to high environmental standards, through the application of appropriate conditions, where necessary”. The Council contends that this must provide for a long-term solution, particularly if the Borrow Pits were to remain vested in the control of the Applicant after an initial vesting period.
- iv) From a visual and community perspective, these features are likely to be a long-term legacy in the vicinity of the A1/A14 junction immediately west of Brampton. The Council strongly considers that it is vital that a long-term plan is set for their future beyond the 5-year aftercare period suggested by the Applicant. The Council does not consider that this can be left without agreement, particularly given the visual and environmental blight that could occur in this area without a future management regime in place, plus nature conservation and biodiversity objectives of the submission being placed at risk. While the Council understands that the Applicant is considering this element, it is considered that this must be explored in detail and agreed as part of the Examination process.
- v) In addition, the Council, together with the County Council, have sought to re-integrate Brampton with its Parish areas to the west of the proposed A1/A14 alignment as part of the scheme discussions, by the provision of bridleway routes across the planned trunk roads. These original routes were severed as part of previous alignment improvements to the A1. While these are agreed in principle (see f below), the Council also considers that if public rights of way are to be reintroduced, these will be located passing through the designated areas

of the borrow pits and that a comprehensive package of rights of way and borrow pit management is necessary to ensure the safety, management and effective use of both elements

f) Rights of Way relating to Community integration

- i) As part of the Council's engagement regarding to Rights of Way relating to the Scheme, the Council has positively welcomed the Applicant's stated intention to re-create routes previously lost as part of strategic road works in the past
- ii) As part of the discussions relating to the re-creation of routes between Brampton village and Brampton Woods, a proposed route alignment has been agreed in principle with the Applicant, via ramp features and steps and crossing the A1 via the proposed A14 over-bridge
- iii) The Council is concerned that the proposed route via the over-bridge is located very close to A14 eastbound traffic flow. While the Applicant has stated that the bridleway on the bridge will be of sufficient width to conform with appropriate standards and separation of sufficient height to screen horse riders from traffic, the Council does not currently consider that this gives adequate reassurance that this link will be of suitable design
- iv) As well as the route passing close to A14 traffic flow, at the same time the route is also crossing the A1 with its projected traffic flows. The Council is of the view that the cumulative effects of the totality of the traffic flow could result in the use of the bridleway being unattractive to horse riders and that there is a need for more careful and sympathetic design required to meet the specific needs of users of this route
- v) The re-creation of this route is a vital element of achieving community integration and legacy on this part of the proposed route and the Council considers that this element requires a greater degree of certainty of design at this stage as alternative opportunities would not be possible at a future date if the indicative route currently indicated fails to meet the needs of projected users
- vi) The site at RAF Brampton, situated adjacent to Borrow Pit 2, has received Outline Planning Permission for residential development of approx. 400 units. As part of Tier 1 stakeholder discussions, a request was made for a public footpath to be created between this site and the countryside to the west at Grafham Road. The Applicant has agreed to make the land available as part of the proposed scheme but not to create the path itself. Under the Legacy banner, the Council considers that this is a cost-effective measure that would contribute greatly to the well-being of the local community and represents a missed

opportunity, particularly failing to provide access to other rights of way within the community including the proposed re-created link to Brampton Woods

g) Local off-line traffic impacts/traffic modelling outputs/highway design

- i) The Applicant has developed a traffic model (CHARM) in order to develop the Scheme, which is, in-part, based on the County Council's own Cambridge Sub-Regional Model (CSRM). This has facilitated the creation of a model to forecast projected traffic flows on the proposed new A14.
- ii) A key element of this modelling work is the process known as 'validation' whereby a comparison is made between modelled flows to actual count data. Given the nature of the Scheme as a strategic road project, this has focussed on traffic levels on the new A14 alignment and local environs.
- iii) The County Council is the local highway authority for Cambridgeshire and they have advised the Council that in their opinion, insufficient weight has been given with regard to traffic modelling the impacts on local roads away from the trunk road in validation terms. They have advised the Council that this is not to say that the forecasts are in any way invalid, only that it has not yet been proved to the County Council that they can be fully relied upon. This is a matter on which the Council agree at present.
- iv) It is well known from work on the CSRM, jointly in relation to local work on the CSRM, that the impact of congestion on the A14 is felt in a wide geographical area, and consequently the area of influence of the A14 is known to be extensive. The Council considers that, even though it is not the local highway authority, it needs to be fully informed on these matters for both the benefit of our Members and residents of the District.
- v) It is the Council's understanding that further modelling updates have been provided by the Applicant to the County Council based on further iterations of their traffic model (CHARM2 & CHARM3A) and it is on these, that the County Council in their role as local highway authority, has been providing professional advice and guidance to this Council on such matters.
- vi) The County Council has agreed a programme of local impact testing with the Applicant to improve the level of confidence in the forecast traffic changes on the local road network, at which the same time, the Council will continue to be advised by the County Council.
- vii) Therefore, until such time as local impact testing is completed, the Council reserves its position on final traffic modelling until such time as work is

complete and agreed and, as necessary, to submit any revised Written Representation and/or SoCG into the Examination process.

Turning to matters of detail outside traffic modelling work, the Council is aware that;

- viii) The proposed junction of Hinchbrooke Park Road with Brampton Road is to be fundamentally changed as part of the proposed scheme. Hinchbrooke School, this Council and the County Council have all raised the issue of setting-down/picking-up needs of schoolchildren at the beginning and end of the school day.
- ix) At present, there are significant occurrences that affect on-street traffic flows during these times as there are no off-street facilities available to meet these needs. Given the current levels of traffic flow on the highway network, these currently appear to be accommodated. However, the Council is concerned that given the planned increase in traffic flows through this junction as part of the proposed scheme, that the ability to set-down/pick-up will be seriously compromised as a result of the current changes and considers that the Applicant needs to consider this element at this stage of the process. It is considered that this element of drop-off/pick-up has the potential to significantly affect the operational nature of the planned junctions and is of a level of significance that options need to be considered at this stage
- x) The removal of Huntingdon Viaduct and the creation of a new local road network for Huntingdon is supported by the Council, as outlined in Section 4 . A direct result of this is that the current public transport interchange and rail station car parking to the east of Huntingdon rail station buildings will be lost
- xi) The Applicant has stated that rationalisation and reorganisation of the existing parking and drop off areas is a matter of accommodation works to be agreed with the relevant owners/lessees. The Council strongly contends that this is a fundamental principle that needs to be addressed at this stage of the process
- xii) The scheme as proposed will result in the loss of a significant area of car park and, as importantly, the designated public transport hub for bus services between Cambridge and Peterborough, as well as more local bus services, plus taxi rank. This facility was provided at the rail station circa 2007 following its inclusion in the Huntingdon & Godmanchester Market Town Transport strategy as a result of the lack of provision to that date and the ensuing congestion via the sharing of the previously designated area.
- xiii) Since this provision was made, following funding by County & District Councils, this has facilitated both Council's, together with local bus companies and train operating companies, to develop alternative transport access to the rail station

with a significant degree of success, including Guided Busway services integrating with rail services

- xiv) During detailed discussions between Tier 1 stakeholders leading to the submission of the current DCO application, the Applicant has been consistently advised that this Council does not accept that this is a matter of 'accommodation works' given the strategic importance of this facility, particularly as the scheme will reduce the area footprint of land in which to replace both the car parking, transport interchange and taxi rank. Indeed, the Council is also on record as advising the Applicant as to possible suggested regimes for the proposed use of the two vehicular/pedestrian accesses shown on the proposals, in addition to suggested on-site design but this has failed to materialise by way of a Technical Note as suggested
- xv) The Council continues to contend that in order to protect and provide for the future sustainability of Huntingdon Rail Station, that these elements are addressed as part of the Examination process
- xvi) As part of the Huntingdon Viaduct removal and the creation of a new local road network within Huntingdon, a new road link between the old A14 and Huntingdon ring-road will be created at Mill Common. As part of the overall package of changes, this is something that the Council has supported, in principle.
- xvii) However, as part of public consultation, this Council, together with the County Council, made representation that the proposed roundabout arrangement on the line of the old A14 results in a significantly detrimental impact on Mill Common, particularly as a result on its heritage status and its importance as an area of Open Space within Huntingdon.
- xviii) As a result, a revised arrangement was submitted as part of the DCO submission but since this date, the Applicant and Tier 1 stakeholders have continued to discuss the proposed road layout at this location in seeking to secure a solution that has the least possible impact on Mill Common in terms of land-take and impact. As part of these discussions, an 'Option 4' arrangement was outlined post-DCO submission and the Council contends that such is the significance of the need to minimise the impact of these changes, that the 'Option 4' arrangement is a fundamental matter that should be considered as part of the Examination

See Conclusion 9 (ii) – A fundamental element of the Scheme, and one which the Council has always supported, is to address the daily congestion caused by the current route alignment and the blight on surrounding communities caused by extensive delays and frequent accidents. The Council will continue to work with partners to agree overall traffic modelling outputs and solutions as part of the overall design

h) Drainage

- i) Both the Council and the Applicant are aware that a number of communities are currently affected by flooding before the Scheme is approved and constructed. While it is understood that the Applicant has provided for the mitigation of flooding to the extent that is required by the proposed scheme, the Council is advised by the County Council that communities within our area at Brampton and Fenstanton are identified as being at significant risk of flooding
- ii) The Council is aware that the proposals do not currently reduce either the risk or severity of flooding in the baseline and while we are aware that the Applicant is seeking to address these local issues as part of the overall scheme design, it is considered that as part of the Legacy objectives of the Scheme, the Applicant should be seeking to ameliorate or mitigate existing flooding issues where practicable at minimal additional cost
- iii) By way of example, at Brampton, extensive Borrow Pits are proposed by the Applicant and some are intended to provide flood storage to mitigate the impact of the A14 and realigned A1. This storage is sized to preserve the baseline flooding but as part of Tier 1 Stakeholder discussions, the Applicant has indicated that these could be sized to provide mitigation of existing flooding, including works to existing watercourses. On the grounds of Legacy, the Council contends that this should be considered through the Examination process as a requirement to any eventual permission

i) Legacy

- i) This is perhaps the biggest issue that the Applicant has grappled with as part of the DCO submission and their overall objective that the Legacy of the proposed scheme should be much greater than physically building a road is laudable. Different tiers of the project have grappled with this meaning and possible outcomes and there is much that can be supported. This includes proposed Apprenticeship training to source locally based staff for the project, working with West Anglia Training Association
- ii) Borrow Pits are perhaps the biggest 'visual' legacy after the road itself and the concern of the Council is outlined at 8(e) above relating to these areas. The Council is also aware that the County Council has made written representation on similar matters and it is our contention that the Legacy of these areas must not be left in any doubt at all should the Scheme be considered for consent.
- iii) The Council has consistently advised that the Environmental Statement relating to the proposed scheme downplayed the significant benefits of the proposed scheme to Godmanchester and therefore a significant opportunity and legacy

message was lost. This particularly relates to the projected and significant decrease in traffic flow through the core part of the town and consequential traffic reductions over the historic 'Town Bridge' linking the town to Huntingdon

- iv) Stakeholder discussions relating to Legacy within Godmanchester have flagged possible opportunities to change the heavily engineered nature of the historic core i.e. Post Street and the partial removal of wall to wall 'black-top' hard surfacing across the street frontage. This route forms one of Huntingdonshire's most historic streets and is of major historical significance located within a designated Conservation Area and containing a wealth of Listed Buildings. Over many years, the route has become more and more traffic-dominated to the detriment of its historic nature and indeed, the street scene is dominated by almost continuous carriageway and footway and stakeholder partners did consider that as part of the A14 legacy, a form of contribution to some form of potential future environmental enhancement scheme may properly reflect a distinctive outcome for Godmanchester and that the historic significance of the town could be part of the overall positive Legacy outcomes? The Council does consider that the Examination should explore this possibility.

See Conclusion 9 (ix) – The Council recognises and supports the view that the Scheme will deliver huge benefits for those who live and work within Huntingdonshire and it will continue to work with partners to secure the best possible 'Legacy' arising from the proposal

9. Conclusions

- i) The Council has consistently supported the need for the improvement of the A14 since our consideration of the CHUMMS recommendations in 2001. It considers that the Scheme as now proposed is vital to the continued economic prosperity of Huntingdonshire, as well as Cambridgeshire and the wider Eastern Region, as well as being of national importance given its links to the East Coast ports and the international markets of Europe and beyond
- ii) The Scheme as now proposed would significantly reduce almost daily congestion, particularly at peak hours, on the existing alignment but, as importantly, on communities and settlements between Huntingdon and Cambridge that are frequently blighted by extensive delays and frequent accidents
- iii) For far too long, the existing A14 has a widely-held reputation as a delay blackspot of significant proportions locally, regionally, nationally and internationally, which has done nothing to enhance the reputation of the locality over far too many years
- iv) There is little doubt that the difficulty of finding an acceptable solution to the sheer scale of these problems since improvements were first proposed in the late 1980's has led to much of the delay to date, not least of which on the grounds of cost becoming a reason for lack of progress
- v) However, the scale of the current problems have been simply too great and too continuous to put off seeking to find an acceptable solution and the patience of the people who live and work in the locality of this part of the A14, in the time taken to seek that solution is to their credit
- vi) While there is little doubt that there can ever be no negative impacts associated with a scheme of this scale, this Council is on record as say that there are 'winners' and 'losers' in relation to this scheme but that the headline objective of the scheme now proposed is to ensure those who are worse off as a result of the scheme are kept to an absolute minimum and that in those circumstances, that the best possible mitigation is sought to minimise those effects
- vii) It can also be of no coincidence that in seeking a range of alternative solutions since the CHUMMS work of 2001, that the investigation work undertaken consistently indicates that the alignment of a new A14 is on the route now proposed to the south of Huntingdon. There can also be little doubt that part of the current A14 alignment's downfall, as well as its now sub-standard design, is its elevated route through the middle of Huntingdon and a significantly sub-standard Viaduct and the huge environmental blight that impacts on the local community, daily, and without any significant mitigation measures that a scheme of this nature would require at today's design standards. Indeed, and as has also been placed on record previously by the Council, if an entirely

new route were being considered today, a route through the middle of an historic market town would not be countenanced and now is the time to redress that mistake of the past for the benefit of many whilst mitigating the impact in the best possible way for those affected by the Scheme proposed

- viii) The Scheme as proposed and demonstrated by this submission would be of long-term benefit to the future well-being of the region and secure jobs, economic growth and much needed new homes. These all require a new A14 and the Council continues to support the proposal as it always has and the Scheme as submitted, subject to the consideration and further clarification of matters that are outlined in this Written Representation and indeed, those of our fellow Tier 1 stakeholders at Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council on which we share many common considerations within our submissions
- ix) On the basis that the above can be achieved, the Council remains firmly of the view that the Scheme will deliver huge benefits for the people who live and work within Huntingdonshire and wider Cambridgeshire and to improve the quality of life and deliver a positive legacy of continued growth and prosperity for all

Appendix B/1 – A14 Noise Adversely Affected Properties

Huntingdonshire District Council’s Environmental Health are aware that the Environmental Statement (ES) submitted for the proposed A14 have some properties identified as having an adverse effect from the proposed new route.

While most of the properties have some sort of mitigation the ES has some that have no mitigation planned. The reason given in the ES is “Impacted dwellings where the noise exposure is not significant in terms of government policy and which are either spatially remote from larger defined residential areas, or small number of dwellings whose impact is not considered to represent the larger defined residential area, or the duration is short and as such the adverse effects are not considered to represent a likely significant effect with the ES”.

Environmental Health’s response to this is that we consider that any property that has been assessed as having an adverse effect should receive mitigation designed in the scheme. The Highways Agency response has been that they are complying with government and local policies and the cost of including mitigation for these properties outweighs the benefits considering their locations.

Our viewpoint is that even though they mainly spatially remote they should still be afforded protection from the effects of the scheme and we expect that the ultimate decision on mitigation for these properties to be made by the Planning Inspector/Secretary of State.

Statutory noise limits:

The Noise Insulation Regulations 1975 as amended gives a figure of 63dB dBLpAeq,16hr that if exceeded from the effects of a new road then the properties affected qualify for sound insulation. The Environmental Noise Directive gives figures of 65 dBLA10,18hr in important areas that if exceeded then the “owner” of the road has to assess what mitigation is/can be done and action where possible.

The Design Manual for Roads and Bridges classifies a significant change is generally considered a rise in the noise level of greater than 3dBA and it must be assessed to see if mitigation is viable.

Thresholds used to identify areas for assessment in the ES.

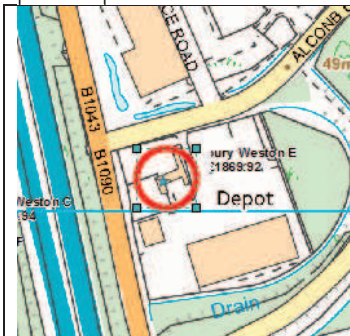
Effect threshold (residential)	Threshold value, 1m in front of the relevant façade
lowest observed adverse effect level (LOAEL)	day 65dB _{LpAeq,daytime} evening 55dB _{LpAeq,1hr} night 45dB _{LpAeq,1hr}
significant observed adverse effect level (SOAEL)	day 75dB _{LpAeq,daytime} evening 65dB _{LpAeq,1hr} night 55dB _{LpAeq,1hr}
unacceptable adverse effect level (UAEL)	day 85dB _{LpAeq,daytime} evening 75dB _{LpAeq,1hr} night 65dB _{LpAeq,1hr}
Note: Day is 07:00 to 19:00, evening is 19:00 to 23:00 and night is 23:00 to 07:00	

Number of properties affected in Huntingdonshire

Beneficial affect	Negligible effect	Adverse effect
3436	9411	303

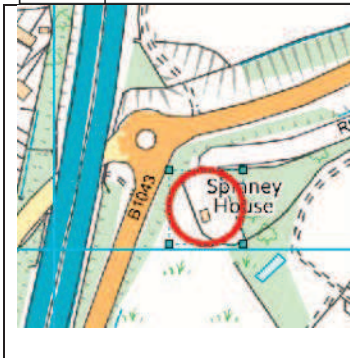
Properties identified as having an adverse effect from the proposed new A14.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ² with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
6	Alconbury Hill, Alconbury Weston	58.2	54.0	0.0	0.0	60.1	57.4	1.9	3.4	1	A	-	-	~



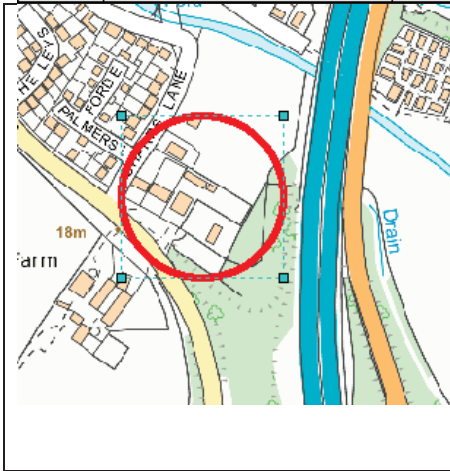
The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ² with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
47	Rusts Lane, Alconbury	64.1	61.0	41.7	35.0	66.7	63.3	2.6	2.3	1	A		No	~



The levels despite being below a 3dBA long term rise are above the thresholds set out in the ES. However, the ES states that this is not being caused by the proposed road itself and therefore does qualify for mitigation under the Noise Insulation Regulation and is not currently classed as an Important Area so does not qualify for mitigation under the Environmental Noise Directive. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property and exceeding the Environmental Noise Directive even though it's not classed as an Important Area.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ² with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
188	Great North Road, Alconbury	58.7	56.0	32.8	26.6	61.2	58.4	2.5	2.4	5	A	-	-	~



The only reason why EH consider that this has been classed as an adversely affected location is that the levels are predicted to be above the significant observed adverse effect level. It is noted that predicted rise is less than 3dBA (classed as negligible under DMRB) and the levels without the scheme will still be above the significant observed adverse effect level. The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ² with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
209	Brooklands Lane, Alconbury	63.5	60.0	57.8	50.2	66.1	62.4	2.6	2.4	2	A	-	-	~



Environmental Health considers that this has been classed as having an adverse effect is due to the exceedances of the Environmental Noise Directive limit. At the moment it is not classed as an Important Area so the road provider doesn't have to mitigate. Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from exceeding the END limits if the classification does change to class it as an Important Area.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ^s with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
257	Great North Road, Brampton	56.2	49.0	63.3	55.4	63.3	55.4	7.1	6.4	1	A	Yes	-	~



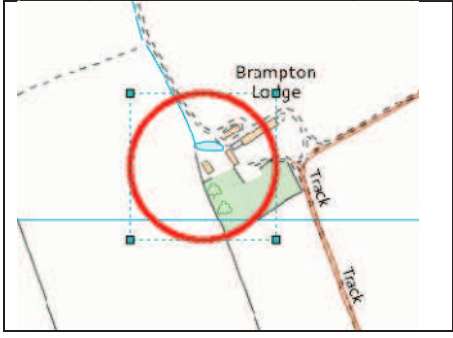
The information supplied advises that mitigation will be given to this property. Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ^s with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
479	Stewart Close, Brampton	51.6	44.0	54.3	46.9	54.5	47.1	2.9	3.1	34	A	-	Yes	ON-C04(S)



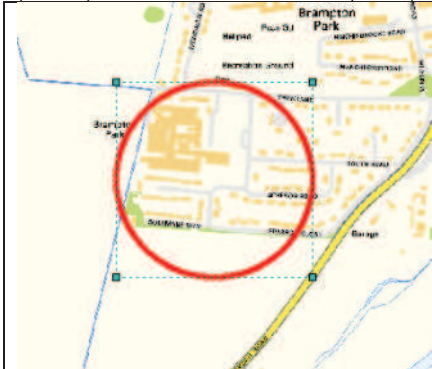
A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ^s with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
520	Grafham Road, Huntingdon	53.0	46.0	57.5	49.9	57.6	50.0	4.6	4.0	1	A	-	Yes	~



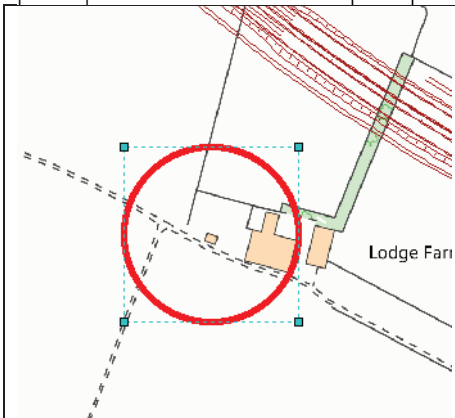
The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an affected property.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ⁵ with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
522	Sokemans Way, Brampton	51.5	45.2	55.3	47.8	55.8	48.6	4.3	3.4	10	A	-	Yes	ON-C05(S)
523	Acheson Road, Brampton	49.0	43.1	50.9	43.7	52.1	45.3	3.1	2.2	23	A	-	Yes	ON-C05(S)



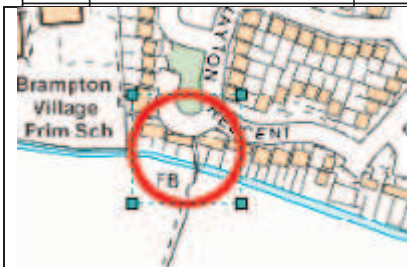
A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ⁵ with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
533	Brampton Road, Buckden	48.3	42.5	59.6	51.8	59.7	52.0	11.4	9.5	1	A	-	-	~



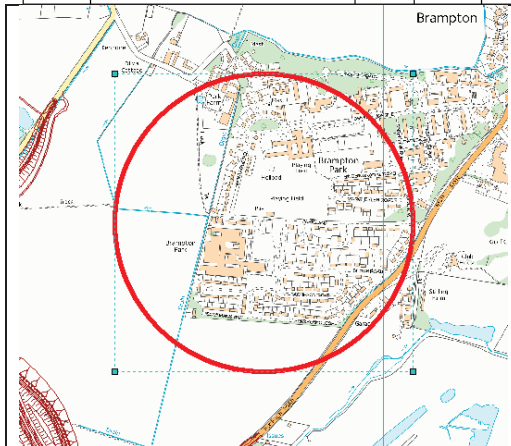
The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ⁵ with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
977	Layton Crescent, Brampton	46.5	40.0	50.4	43.2	50.5	43.3	4.0	3.3	91	A	-	Yes	ON-C04(S)



A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL_{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ^s with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
1060	Throckmorton Drive, Brampton	51.0	44.5	54.6	47.2	55.0	47.9	4.0	3.4	20	A	-	Yes	ON-C05(S)
1062	Sparrow Close, Brampton	50.9	44.5	53.1	45.7	54.1	47.1	3.2	2.6	9	A	-	Yes	ON-C05(S)
1074	Sparrow Close, Brampton	49.3	43.1	52.3	45.0	53.0	46.1	3.7	3.0	8	A	-	Yes	ON-C05(S)
1077	Montagu Road, Brampton	50.4	43.8	52.9	45.5	53.4	46.5	3.0	2.7	6	A	-	-	ON-C05(S)
1078	Montagu Road, Brampton	49.7	42.0	53.2	45.8	53.3	45.9	3.6	3.9	11	A	-	Yes	ON-C05(S)
1080	Gloucester Road, Brampton	49.8	43.0	53.4	46.0	53.6	46.2	3.8	3.2	2	A	-	Yes	ON-C05(S)
1145	Gloucester Road, Brampton	48.2	41.0	51.8	44.6	52.0	44.7	3.8	3.7	7	A	-	Yes	ON-C05(S)



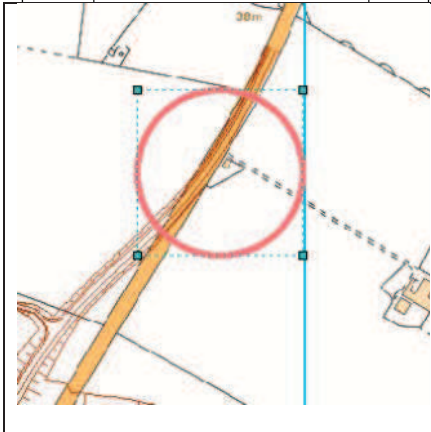
A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance Criteria				
		Noise level dBL_{pAeq}								Number of residential	Type of effect	Noise Mitigation?	Direct effect?	Significant Effect Code
		Without scheme 2020		Scheme roads only 2035		Total ^s with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
15909	Elizabethan Way, Brampton	52.0	45.0	54.9	47.4	55.0	47.5	3.0	2.5	14	A	-	Yes	ON-C04(S)
15910	Flint Close, Brampton	51.1	44.0	54.3	46.9	54.4	47.0	3.3	3.0	19	A	-	Yes	ON-C04(S)



A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dB_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
539	Offord Road, Godmanchester	67.5	59.0	68.0	59.9	68.0	59.9	0.5	0.9	1	A	No &	-	




There is no significant change to the noise climate with or without the scheme. Therefore the action level for the Noise Insulation Regulations does not apply so HDC cannot insist on insulation under these regulations. As the local road doesn't qualify as a major road (6 million vehicles passages annually) the area is not classed as an Important Area and therefore the Environmental Noise Directive limit does not apply. However, HDC considers that the Highways Agency (controller of the proposed new road) and the County Council (controller of the local road) should discuss mitigation for this property to bring the noise down to more acceptable levels in case it does get classified as an Important Area if the A14 is built.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dB_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
549	Offord Road, Godmanchester	54.2	46.8	53.7	46.4	56.9	49.6	2.7	2.8	1	A	-	-	~




No significant increase in noise levels but it does raise it above the scheme's assessment levels. However, the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an affected property.

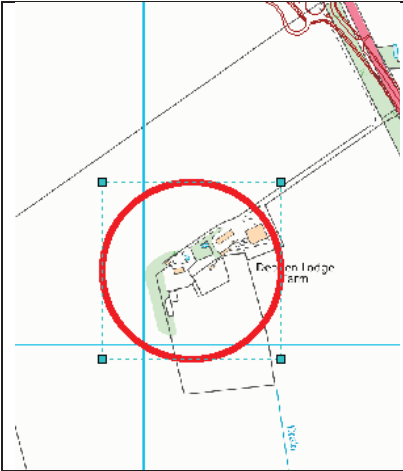
Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise Insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					

544	Silver Street, Godmanchester	46.2	40.8	52.4	45.1	53.1	46.3	6.9	5.5	1	A	-	-	~
		<p>The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an affected property.</p>												

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise Insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					

545	Silver Street, Godmanchester	44.6	40.0	53.0	45.6	53.5	46.5	8.9	6.5	3	A	-	-	~
		<p>The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.</p>												

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
546	Lattenbury Hill, Huntingdon	46.4	41.1	50.1	42.9	51.2	44.7	4.8	3.6	1	A	-	-	~



The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
547	London Road, Godmanchester	48.7	42.5	57.1	49.5	57.3	49.9	8.6	7.4	1	A	-	-	~



The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					

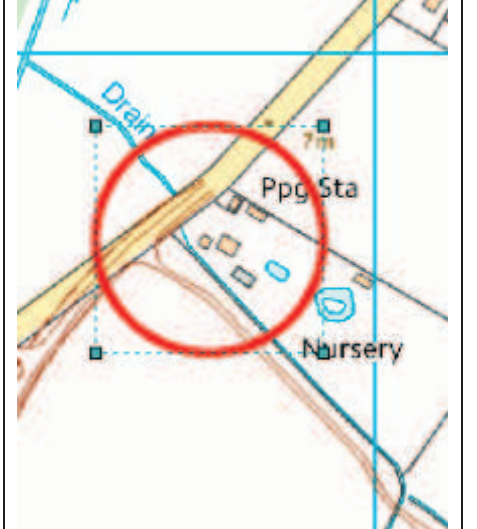
560	Fenstanton Road, Hilton	53.1	46.0	58.5	50.9	58.7	51.2	5.6	5.2	3	A	-	-	~
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The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					

564	Hilton Road, Fenstanton	50.7	44.5	57.1	49.5	57.7	50.3	7.0	5.8	1	A	-	Yes	ON-C06(S)
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A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night							
565	Pear Tree Close, Fenstanton	49.3	43.1	54.8	47.3	55.5	48.2	6.2	5.1	2	A	-	Yes	ON-C06(S)
3001	Pear Tree Close	47.0	40.0	49.9	42.8	51.1	43.8	4.1	3.8	4	A	-	Yes	ON-C06(S)
3002	Pear Tree Close	47.3	40.2	52.7	45.4	53.4	46.0	6.1	5.8	9	A	-	Yes	ON-C06(S)
3003	Pear Tree Close	51.0	43.7	53.7	46.4	54.9	47.4	3.9	3.7	3	A	-	Yes	ON-C06(S)
3004	Pear Tree Close	47.8	40.8	54.6	47.2	55.0	47.5	7.2	6.7	1	A	-	Yes	ON-C06(S)
3008	Pear Tree Close	48.5	41.4	52.6	45.3	53.3	45.9	4.8	4.5	2	A	-	Yes	ON-C06(S)



A scheme fence barrier is being proposed and as the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on further mitigation.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night							
1009	St. Ives Road, Hilton	49.5	43.1	51.6	44.3	53.5	46.5	4.0	3.4	1	A	-	-	~



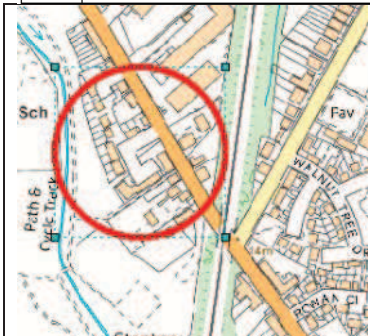
This receptor is currently not a domestic property but the levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise Level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		Scheme roads only 2035		Total ^a with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
1012	Fenstanton Road, Hilton	50.3	43.8	50.5	43.3	53.3	46.4	3.0	2.6	2	A	-	-	~



The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL_{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		With scheme (scheme roads only) 2035		Total with scheme 2035		Change (long-term)						
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night					
5007	Stukeley Road, Huntingdon	65.8	58.0	38.2	31.7	67.1	59.0	1.3	1.0	31	A	-	-	
5014	Conservative Association, Huntingdon (Office)			66.6	58.0	67.9	59.8	1.3	1.8	1	A	-		



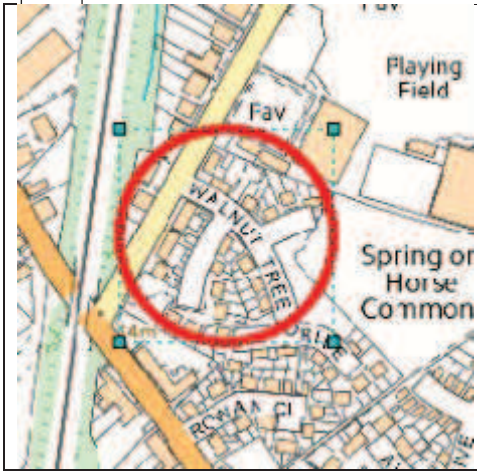
There is no significant change to the noise climate with or without the scheme. Therefore the Noise Insulation Regulations does not apply so HDC cannot insist on insulation. As the local road doesn't qualify as a major road (6 million vehicles passages annually) the area is not classed as an important area and therefore the Environmental Noise Directive limit does not apply, even though it is being exceeded. It is up to the County Council to continue assessing the roads in their area and take action where appropriate.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		With scheme (scheme roads only) 2035		Total with scheme 2035		Change (long-term)						
		Day	Night	Day	Night	Day	Night	Day	Night					
5022	Stukeley Road, Huntingdon	63.1	55.0	27.6	21.7	64.4	56.4	1.3	1.4	5	A	-	-	



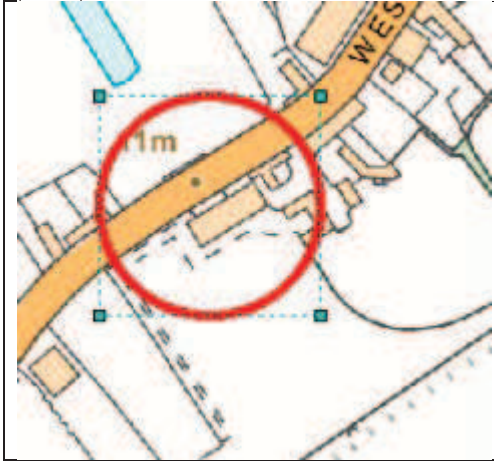
There is no significant change to the noise climate with or without the scheme. Therefore the Noise Insulation Regulations does not apply and the Environmental Noise Directive limit is not being exceeded either so HDC cannot insist on any further mitigation. It is up to the County Council to continue assessing the roads in their area and take action where appropriate.

Assessment location ID	Area represented	Impact assessment								Significance criteria				
		Noise level dBL _{pAeq}								Number of residential	Type of effect	Noise insulation?	Direct effect?	Significant effect code
		Without scheme 2020		With scheme (scheme roads only) 2035		Total with scheme 2035		Change (long-term)						
		Day	Night	Day	Night	Day	Night	Day	Night					
5043	St. Peter's Road, Huntingdon	63.9	56.0	38.5	32.0	65.3	57.3	1.4	1.3	16	A	-	-	
5043	Huntingdon & Godmanchester Indoor Bowls Club (Sports facility)			63.9	56.0	65.3	57.3	1.4	1.3	1	A	-	-	



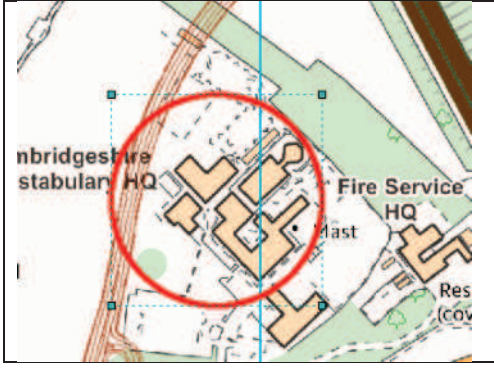
There is no significant change to the noise climate with or without the scheme. Therefore the Noise Insulation Regulations does not apply so HDC cannot insist on insulation. As the local road doesn't qualify as a major road (6 million vehicles passages annually) the area is not classed as an important area and therefore the Environmental Noise Directive limit does not apply, even though it is being exceeded. It is up to the County Council to continue assessing the roads in their area and take action where appropriate.

Assessment location ID	Receptor type	Impact assessment						Significance criteria			Significant effect code
		Noise level dBL _{pAeq}						Number of properties	Type of effect	Direct effect?	
		Without scheme 2020		Total with scheme 2035		Change (long-term)					
		Day	Night	Day	Night	Day	Night				
989	Farm Hall Ltd, Godmanchester (Office)	68.4	60.0	69.3	61.0	0.9	1.0	1	A	-	



There is no significant change to the noise climate with or without the scheme. Therefore the Noise Insulation Regulations does not apply so HDC cannot insist on insulation. As the local road doesn't qualify as a major road (6 million vehicles passages annually) the area is not classed as an important area and therefore the Environmental Noise Directive limit does not apply, even though it is being exceeded. It is up to the County Council to continue assessing the roads in their area and take action where appropriate.

Assessment location ID	Receptor type	Impact assessment						Significance criteria			Significant effect code
		Noise level dBL _{pAeq}						Number of properties	Type of effect	Direct effect?	
		Without scheme 2020		Total with scheme 2035		Change (long-term)					
		Day	Night	Day	Night	Day	Night				
5403	Cambridgeshire Constabulary, Huntingdon (Office)	56.1	49.0	61.0	53.2	4.9	4.2	1	A	Yes	ON-N05 (S)



The levels are below action levels for Environmental Noise Directive and Noise Insulation Regulations so HDC cannot insist on including mitigation to be included. However, Environmental Health will continue to recommend that the affected property has sufficient mitigation to prevent it from being classified as an adversely affected property.

Appendix C – Examination Timetable

Preliminary Meeting	13 May 2015
Deadline 1 – inc. Comments on Relevant Representations	1 June 2015
Deadline 2 – inc. Written Representations, Local Impact Report, Responses requested by Examining Authority, Traffic Modelling Update Report	15 June 2015
Deadline 3 – inc. Statement of Common Ground requested by Examiners, Revised Joint Local Impact Report, Revised Written Representations	26 June 2015
Deadline 4 – inc. Comments on Written Representations, Comments on Local Impact Reports, Comments on Traffic Modelling Update Report	7 July 2015
Open Floor hearings	13/14 July 2015
Issue specific hearing on the draft DCO	15 July 2015
Accompanied site visits	16/17 July 2015
Deadline 5 – inc. Summary of oral submissions, post-hearing documents, further information requested by Examining Authority	22 July 2015
Deadline 6 – Applicant’s report on local traffic impacts	3 August 2015
Deadline 7 – inc. Comments relating to Applicant’s report on local traffic impacts	19 August 2015
Deadline 8 – inc. Supplementary documents to update Joint LIR	2 September 2015
Compulsory Acquisition hearings	1 to 3 September 2015
Issue specific hearing on the draft DCO	4 September 2015
Issue specific hearings	15 to 18 September 2015
Deadline 9 – inc. Applicant’s revised draft DCO	28 September 2015
Publication of consultation draft DCO and Report on the Implications for European Sites (RIES)	9 October 2015

Reserved for issue specific, open floor or compulsory acquisition hearing(s) if needed	21 October 2015
Issue specific hearing on the draft DCO	22 October 2015
Deadline 10 – inc. Post-hearing documents and any further information requested by Examining Authority	30 October 2015
Deadline 11 – inc. Deadline for receipt of further information requested by Examining Authority	6 November 2015
End of Examination	13 November 2015

APPENDIX D

A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME

DEVELOPMENT CONSENT ORDER

JOINT LOCAL IMPACT REPORT PRODUCED BY

CAMBRIDGESHIRE COUNTY COUNCIL

HUNTINGDONSHIRE DISTRICT COUNCIL

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

CAMBRIDGE CITY COUNCIL

DRAFT

V.4.1

May 2015

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Appendix A: Compliance with Local plans and Policies

Appendix B: Historical development of the Scheme

Appendix C: Local impacts at individual Borrow Pits

Appendix D: Location of noise mitigation measures

Appendix E: Location of DEFRA 'Important Areas'

1. Introduction to the Report and Terms of Reference

- 1.1. This Local Impact Report (LIR) has been jointly prepared by four local authorities; Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council. This LIR forms part of the local authorities' responses to the Cambridge to Huntingdon Improvement Scheme.
- 1.2. The LIR is defined in section 60(3) of the Planning Act 2008 as 'a report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)'.
- 1.3. This LIR contains a section on the existing characteristics of the local area on which the scheme impacts. This identifies the local urban and landscape qualities, cultural heritage, ecology, minerals and waste sites, the environment for pedestrians, cyclists and equestrian travellers, watercourses and the air quality and noise environment. The report also provides an assessment and considers compliance of the scheme against the local plans and policies and details the history and development of the scheme.
- 1.4. Section 7 identifies the existing transport movements and routes in the area of the scheme. The 'Local Impacts' section contains an assessment of positive, negative impacts, during construction and operation of the scheme, as well as areas where there are missed opportunities for the Applicant to contribute to improving the local area through the scheme.
- 1.5. The following terms used throughout the document are explained here:
 - 'The local authorities' – Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council, Cambridge City Council.
 - 'Applicant' –Highways England
 - 'Development Consent Order' – Legal order related to the A14 Cambridge to Huntingdon Improvement Scheme
 - 'Environmental Statement' – The Environmental Statement produced by Highways England and submitted to support the Development Consent Order application on 31 December 2014.
 - 'Construction' – Phase commencing in 2016 until 2020.
 - 'Operation' - Phase commencing after construction, post 2020.

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, Portholme, St Neots Common and Paxton Pits. The Ouse Washes is considered a wetlands site of international importance (RAMSAR). In addition to the statutory

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

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 under the route. The main cycle routes within the scheme area are National Cycle

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)

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></p> <p>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></p> <p>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></p> <p>Lighting design will minimise light pollution</p>
Negative
<p><i>During construction</i></p> <p>Removal of trees and vegetation during construction.</p>
<p><i>During operation</i></p> <p>There will be a period during operation where trees and vegetation will not have fully matured (2020-2035).</p>
<p><i>During construction</i></p> <p>Views of heavy construction plant and materials, major earthworks and temporary traffic management.</p>
<p><i>During construction</i></p> <p>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></p> <p>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></p> <p>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></p> <p>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 Hinchingbrooke 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.

3. Context

3.1. Role of the A14 in the Local Transport Network

- 3.1.1. The A14 provides an east-west route which links the Midlands with the East of England. It begins at Cattothorpe near Rugby, where it connects with the M1 and M6 motorways, and continues east for approximately 209 km (130 miles) to the port of Felixstowe. There it serves one of the largest container ports in Europe, and the largest in the United Kingdom. The A14 forms one of the country's strategic routes and is part of the Trans-European Transport Network; a transport network identified by the European Union as key to the efficient operation of businesses across and within country borders⁹.
- 3.1.2. The section of the route between Huntingdon and Cambridge carries a high level of commuter as well as long-distance traffic and, in addition, provides a strategic link between the A1 and the M11 motorway. It carries around 85,000 vehicles per day¹⁰; it is frequently congested and traffic is often disrupted by breakdowns, accidents and road works.
- 3.1.3. The A14 Study¹¹ identified that there is severe congestion at several sections and junctions of the A14 under normal conditions (i.e. during the typical day-to-day traffic conditions). Analysis during the morning and evening peak times showed that there are several locations where the average traffic speed is below 20mph¹². Analysis undertaken by Highways England identified the A14 between Cambridge and Huntingdon as the fourth busiest hotspot¹² on the trunk road network in England in 2008.
- 3.1.4. The limited capacity of the route, together with the very high traffic demand, was identified as the main cause of this congestion. The A14 between Cambridge and Huntingdon is predominantly a two lane dual carriageway and is used by a high proportion of Heavy Goods Vehicles (HGVs), which are limited to 50mph on dual carriageways and typically make use of the near-side carriageway. HGVs comprise 26% of vehicles using the road in comparison with the national average of 10%¹¹. Higher levels of heavy goods vehicles on this two lane road combined with higher traffic flows contribute to driver stress resulting in the perception that the A14 is hazardous.

⁹ European Trans-T Network http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/index_en.htm

¹⁰ 7.1 Case for the Scheme, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

¹¹ A14 Study, Department for Transport (DfT) (2011)

¹² A 'hotspot' is defined when a congestion alert is issued when the speeds break down to below 30mph and include both severe traffic congestion and incidents.

3.1.5. Conflicts between traffic leaving and traffic entering the carriageway also cause severe congestion at key junctions, as well as conflict between local and strategic traffic as a consequence of the presence of a large number of local access roads, including private and agriculture-related accesses.

3.1.6. The impact of congestion and delay on the local road network was also examined in the A14 Study. Based on traffic speed data, it was shown that local roads around Huntingdon, St. Ives, Godmanchester, Cambridge and other local areas were congested during peak times due to traffic 'spill-overs' from the A14 with drivers avoiding the route.

3.1.7. The use of the A14 by local traffic travelling short distances conflicts with strategic traffic using the route solely as a means to pass through the area. Vehicles joining and leaving the route via the many junctions and local accesses results in variable traffic speeds and contributes significantly to recorded congestion levels. Equally, the presence of such a congested route causes severance between communities to both side of the A14.

3.1.8. Congestion on the A14 results in unpredictable journey times for all users, particularly commuters and businesses, which creates a cost to the local, regional and national and international economies and constrains access to the regional labour pool.

3.2. National Growth

3.2.1. The A14 forms part of the Trans-European Transport Network; a strategic route designated by the EU linking the east coast with the Midlands and beyond to Glasgow. Along with the railway network, this road corridor also serves the important Haven Ports of Ipswich, Harwich and Felixstowe. As one of the principal road gateways to these ports, it is vital that the A14 has sufficient capacity to accommodate future demand. The scheme has the potential to make a major contribution to national economic growth by providing a, safer route for this commercial traffic and also a more stable level of journey time through the route.

3.3. Local and Regional Growth

3.3.1. Cambridgeshire is a growing county both in terms of population and employment. Cambridgeshire's employment is forecast to grow by 16% between 2012 and 2031¹³. Over the period 2011 to 2031 Cambridgeshire's population is set to increase by 24%¹⁴.

3.3.2. The local economy contains a range of technology based businesses with a high value output and there is significant potential for their continued expansion with consequent benefits to the East of England and the UK as a whole. In addition the Alconbury Weald

¹³ Cambridgeshire's Economic Assessment 2013, Cambridgeshire County Council (2013)

¹⁴ Transport Strategy for Cambridge and South Cambridgeshire, Cambridgeshire County Council (2014)

Enterprise Campus has the potential to create up to 8,000 jobs¹⁵. However, the expansion of these industries is constrained by severe traffic congestion and resulting poor journey time reliability on the A14 corridor between Cambridge and Huntingdon.

3.3.3. In addition to economic growth, large-scale housing developments are planned in the A14 and A1 corridors to alleviate acute housing shortages at local and regional levels. Of note, 10,000 houses are planned at Northstowe and 5,000 at Alconbury Weald. Planning approval has been granted for the first phase of housing development at Northstowe (1,500 houses) with an application submitted in August 2014¹⁶ for a further 3,500 houses. This second phase is dependent on improvement of highways in the area, including the A14.

3.4. Lack of resilience to incidents and accidents

3.4.1. The current A14 has evolved and been upgraded over a prolonged period of time and through its use as a route through Cambridgeshire as well as connecting roads designed to meet local access needs, not those of the wider region. As a consequence the standard of design varies enormously, with significant design shortcomings in respect of current good practice, as set out within the Design Manual for Roads and Bridges (DMRB)¹⁷.

3.4.2. The A14 Study considered both the rate at which accidents and incidents (including formally reported road traffic accidents, minor damage only accidents, clearance of debris, emergency roadwork and vehicle breakdowns) occur and their impact on traffic flows in the A14 corridor. It found that around 200 such incidents occurred within the study area in 2008¹⁸, which required the closure of one lane for an average of two hours. It reported that the accident rate on the A14 is not significantly different to other similar 'A' roads. However, the disruption caused to road users was more significant due to the volume of traffic and the low resilience of the network.

3.4.3. Although for the majority of the A14 the observed accident rate is within the national average for a road of this type, the sections between Brampton Hut and Spittals (J22-23) and around J24 have accident rates that are higher than the national average²⁰. This is considered to be due to the impact of vehicles changing lanes on a congested road that has design limitations and in proximity to busy junctions.

3.4.4. The particular characteristic of the A14 which makes these incidents and accidents more problematic is the lack of resilience. The lack of resilience on the A14 is caused by the lack of additional or spare capacity in the width of the road and by the lack of viable alternative routes.

¹⁵ Huntingdonshire Economic Growth Plan 2013-2023, Huntingdonshire District Council (2013)

¹⁶ <https://www.scambs.gov.uk/content/northstowe-news>

¹⁷ Design Manual for Roads and Bridges (DMRB), Department for Transport (DfT)

<http://www.standardsforhighways.co.uk/dmrbr/>

¹⁸ A14 Study, Department for Transport (DfT) (2011)

3.5. Air Quality, Noise, Public Rights of Way environment

- 3.5.1. Existing noise levels vary widely across the area of the existing A14 corridor. They are currently high close to the existing A14 and A1 and a number of locations adjacent to these roads have been identified as ‘Important Areas’ in action plans published under Government’s Noise Action Plan¹⁹.
- 3.5.2. Air quality varies across the area of the existing A14 corridor. Each local authority reviews air quality in their area and if any locations are identified where the national air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area (AQMA). In the vicinity of the scheme AQMAs exist at Cambridge, Huntingdon, St Neots, Brampton, Hemingford/ Fenstanton and along the route of the A14 between Bar Hill and Milton.
- 3.5.3. There is a network of public rights of way throughout the existing A14 corridor. Works previously carried out on the A1 and A14 have affected some routes and some public rights of way terminate at the existing trunk road with no provision for walking, cycling or horse riding.
- 3.5.4. As a consequence of the congestion and poor resilience of the existing A14, local roads experience higher levels of traffic than would be expected as people seek to avoid the A14. This has a detrimental impact on the environment (noise, air quality, quality of life and severance) within those villages affected.

3.6. Historical Context

- 3.6.1. Improvement of the road now known as the A14 was first proposed in the Government’s 1989 “Roads for Prosperity”²⁰ White Paper where it was included as three contiguous schemes. However, it was not until 1998 that the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) was commissioned by Government to investigate the combined problems of congestion, road safety and residential development pressure in the Cambridge and Huntingdon area²¹. The Cambridge to Huntingdon Multi-Modal Study (CHUMMS) Final Report was published in 2001. A route was then developed following the recommendations of the CHUMMS study, referred to as the CHUMMS strategy²².
- 3.6.2. In 2006, an unsuccessful legal challenge as to the process of selection of the alignment of the Huntingdon southern bypass was mounted by local opponents of the scheme.

¹⁹ Noise Action Plan (Including Major Roads), Environmental Noise Regulations, Department for Environment, Food and Rural Affairs (Defra) 2014

²⁰ “Roads for Prosperity White Paper, Department of Transport (DOT) (1989)

²¹ Cambridge to Huntingdon Multi Modal Study, Department for Environment, Transport and the Regions (DETR) (2001)

²² CHUMMS Strategy, Department for Transport (2003)

Highways England then consulted further on alignment proposals for the Huntingdon southern bypass section of the A14 between Ellington and Fen Ditton.

3.6.3. Later in 2006, the A14 Huntingdon Study was commissioned by Highways England in conjunction with the local authorities to assess the effectiveness of proposed A14 connections with the local network in the vicinity of Huntingdon. The study concluded that removing the viaduct, replacing it with an at-grade junction in Brampton Road, building the West of Town Centre Link and providing a new link at Mill Common to the existing A14 would be most beneficial to the town in economic terms.

3.6.4. Following consultation, a preferred route was announced in 2007 and the scheme was developed with an estimated cost of £1.1 billion and a start of construction date of early 2012. Plans were drawn up to commence a public inquiry in July 2010 but in government's 2010 Spending Review the A14 Ellington to Fen Ditton scheme was withdrawn from the roads programme as it was considered to be unaffordable in the financial climate current at that time.

3.6.5. In 2011, the A14 Study was commissioned by the Department for Transport²³, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to this problem. Six packages of highway measures were identified and appraised.

3.6.6. In July 2012 the Secretary of State for Transport, Justine Greening MP, announced that the A14 Cambridge to Huntingdon improvement scheme would be taken forward, with construction work hoped to commence in 2018. In June 2013 the Government announced it would provide £1bn to upgrade the A14, with a requirement that local authorities contributed £100m to the project. Local authorities and Local Enterprise Partnerships, led by Cambridgeshire County Council agreed to make a local contribution to the scheme. In Dec 2013, following the publication of the new National Infrastructure Plan the Government announced that construction on the scheme would begin before the end of 2016²⁴. Public consultation on the scheme followed in 2013 and 2014 before the Development Consent Order submission was made in December 2014.

3.6.7. A detailed history of the scheme development is included in Appendix B.

²³ A14 Study, Department for Transport (DfT) (2011)

²⁴ <https://www.gov.uk/government/news/new-infrastructure-plan-published-by-government>

4. Policy Context

4.1. Historic Policy Documents (superseded)

4.1.1. The need for the improvement scheme was included in various editions of Regional Planning Guidance: East Anglia to 2016 (2000) and the East of England Plan (2008). Regional Planning Guidance Note 6 (2000) included “Improvements to the A14”²⁵ as number 2 priority in terms of improvements required to the strategic road network. Regional Planning Guidance Note 6 (2000) identified that a multi-modal study between Cambridge and Huntingdon would consider solutions to congestion and safety problems in the corridor around the A14 which is subject to substantial development.

4.1.2. The East of England Plan (2008)²⁶ included the A14 Ellington to Fen Ditton Improvement as a scheme programmed for delivery, and funded by Central Government through Highways Agency National network. The first Local Authority policy document to include the A14 scheme was the Cambridgeshire and Peterborough Structure Plan 2003.

National Policy

The following national policy documents are relevant to the scheme:

Table 2: national policy documents relevant to the scheme

Plan / Policy	Relevance to scheme
National Policy Statement for National Networks (2015)	The NPS sets out general policies in accordance with which applications relating to national networks infrastructure are to be decided.
National Infrastructure Plan (2014);	The A14 is listed as one of the 40 priority investments and is deemed to be a priority because of its ‘significant strategic value’.
National Planning Policy Framework (2012)	The NPPF outlines Government’s core planning principles which seek to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development. The scheme supports the delivery of the NPPF’s as it would provide the necessary highway infrastructure to support the growth of

²⁵ Regional Planning Guidance Note 6: Regional Planning Guidance for East Anglia to 2016 (2000) p.47
http://webarchive.nationalarchives.gov.uk/20100528142817/http://gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/Regional_Planning_Guidance_1.pdf

²⁶ East of England Plan, Government Office East of England, (2008) p.115
http://webarchive.nationalarchives.gov.uk/20100528142817/http://gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/EE_Plan1.pdf

	Cambridgeshire's economy.
Investing in Britain's Future (June 2013);	Sets out Government's intention to build a strong UK economy by delivering infrastructure that competes with the best in the world. Refers to A14 scheme directly.
Action for Roads: A network for the 21st Century (July 2013)	Scheme is referred to as 'one of the most important links for freight to access European markets' (para.2.5)
Department for Transport Business Plan 2012 – 2015 (May 2012)	The scheme conforms and aligns with priority of investment in infrastructure to promote growth and reduce congestion.

Local Policy

Table 3: The following local plans / policy documents are relevant to the scheme:

Plan / Policy	Type
County	
The Cambridgeshire Local Transport Plan 2011 - 2031 (LTP3) including Cambridgeshire Long Term Transport Strategy (LTTs) Cambridgeshire County Council (2014)	County Transport Plan
Transport Strategy for Cambridge and South Cambridgeshire, Cambridgeshire County Council (2014)	Area Transport Plan
Huntingdon and Godmanchester Market Town Transport Strategy, Cambridgeshire County Council (2014)	Area Transport Plan
Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Cambridgeshire County Council and Peterborough City Council (July 2011)	Minerals and Waste Plan
Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, Cambridgeshire County Council and Peterborough City Council (February 2012)	Minerals and Waste Plan
Rights of Way Improvement Plan - Rights of Way: the Way Ahead, Cambridgeshire County Council (2005)	Rights of Way Plan
Cambridgeshire Green Infrastructure Strategy, Cambridgeshire Horizons / Cambridgeshire County Council (2011)	Green Infrastructure Strategy
Cambridgeshire Highways Policies and Standards (2014)	Highways Policies
Cambridgeshire's Local Flood Risk Management Strategy (2013)	Flood Risk Management Strategy
Cambridgeshire Landscape Guidelines (1993)	Landscape policy
Cambridgeshire Advisory Freight Map (2012)	County wide Advisory Freight Map
District	
South Cambridgeshire Local Plan 2011-2031:	Local Plan (Submission Draft)

Submission, South Cambridgeshire District Council (Submitted to Secretary of State March 2015, currently undergoing Examination)	
South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document, South Cambridgeshire District Council (Adopted July 2007)	Development Plan Document
South Cambridgeshire Local Development Framework Northstowe Area Action Plan (Adopted July 2007)	Area Action Plan
South Cambridgeshire Local Development Framework Cambridge East Area Action Plan (produced jointly with Cambridge City Council) (Adopted February 2008)	Area Action Plan
South Cambridgeshire Local Development Framework North West Cambridge Area Action Plan (produced jointly with Cambridge City Council) (Adopted October 2009)	Area Action Plan
Cambridge Local Plan 2014 proposed submission document (2014) (Submitted to Secretary of State March 2015, currently undergoing Examination)	Local Development Plan (Submission Draft)
Cambridge Local Plan, Cambridge City Council (2006)	Local Development Plan
Huntingdonshire Draft Local Plan to 2036, Huntingdonshire District Council (2013)	Local Development Plan
Huntingdonshire Core Strategy, Huntingdonshire District Council (2009)	Local Development Plan
Saved policies from the Huntingdonshire Local Plan 1995 and the Local Plan Alteration 2002, Huntingdonshire District Council (2002)	Local Development Plan
Huntingdon West Area Action Plan, Huntingdonshire District Council (February 2011)	Area Action Plan
Cambridgeshire Joint Air Quality Action Plan (2010)	Air Quality Plan

4.2. Assessment of scheme against policy and guidance

National Policy

4.2.1. The A14 Cambridge to Huntingdon Improvement scheme is in compliance with relevant national policies identified in Section 4.2. The documents reviewed in this section underline Government's commitment to investment in transport infrastructure and emphasise the role this investment has in stimulating economic growth as well as maintaining the operation of the UK economy. The scheme is seen as key to supporting planned major growth in businesses and housing in Cambridgeshire as well as accommodating both current and growing strategic freight traffic, including that between the Haven Ports and the Midlands.

4.2.2. The following section includes a detailed review of compliance with local planning documents. An appraisal of the scheme against specific local policies contained within the planning documents is included in Appendix A.

Local Policy (County –wide)

Cambridgeshire Local Transport Plan 3 (2014)

4.2.3. The Cambridgeshire Local Transport Plan 3 (LTP3) includes a section on the A14 corridor²⁷, refers to CHUMMS and the previous Ellington to Fen Ditton scheme, and includes the A14 Cambridge to Huntingdon scheme as a committed scheme to be delivered by 2020. The LTP3 notes that the improvement will provide relief to traffic problems in the wider Huntingdon area and have a positive impact on air quality particularly in Huntingdonshire. The LTP3 concludes that delivery of a development strategy for Cambridgeshire is hampered by current conditions on the A14. Without the scheme, the current severe congestion on the A14 would worsen and growth of the Eastern region would be restricted, with negative consequences for jobs, housing development and regional businesses.

4.2.4. The LTP3 identifies the negative impacts of the current A14 on the local transport network in Cambridgeshire. These include:

- The negative impact of congestion on the ability to deliver development at Northstowe, the Cambridge fringe sites and at Huntingdon
- Rat-running through villages along the route of the A14, leading to localised congestion in roads and settlements that are not designed for strategic traffic, and to negative social and environmental impacts
- The Air Quality impacts from traffic on the A14 which have led to the declaration of Air Quality Management Areas (AQMA) in the vicinity of Brampton, Hemingford, Fenstanton, Bar Hill, Girton, Histon and Impington

4.2.5. The Third Cambridgeshire LTP 2011-2031: Long Term Transport Strategy includes the “A14 Cambridge to Huntingdon Improvement” scheme made up of capacity enhancements including a Huntingdon Southern Bypass. The scheme is identified as a “critical intervention to support development at Alconbury Weald, Wyton Airfield, Northstowe and North West Cambridge”²⁸.

Transport Strategy for Cambridge and South Cambridgeshire (2014)

²⁷ The Third Cambridgeshire LTP 2011-2031: Policies and Strategy Refresh, Cambridgeshire County Council (2014)

²⁸ The Third Cambridgeshire LTP 2011-2031: Long Term Transport Strategy, Cambridgeshire County Council (2014)

4.2.6. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) forms part of the Local Transport Plan (LTP3)²⁹. The TSCSC identifies key locations where there are existing congestion problems and major intervention is planned for. Page 4-31 of the TSCSC refers to the A14 Cambridge to Huntingdon improvement scheme and states that:

‘This scheme will provide additional capacity on the A14 including a Huntingdon Southern Bypass, widening between Fenstanton and Bar Hill, and parallel local roads between Fenstanton and Girton. It will address existing capacity problems on this nationally and internationally important route, as well as providing capacity that will allow new development at Alconbury, Godmanchester and Northstowe’

Huntingdon Market Town Transport Strategy (2014)

4.2.7. The objectives of the Market Town Transport Strategy³⁰ are to:

- Support strategic sustainable development in and around Huntingdon
- Keep Huntingdon moving
- Ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
- Ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- Enhance the transport linkages within Huntingdon
- Make travel safer
- Protect the historic and natural environment.

4.2.8. The scheme supports these objectives, primarily as it re-routes strategic traffic away from Huntingdon town centre and Godmanchester and through changes to the local road network, including the removal of the Huntingdon viaduct, provides the opportunity to deliver significant public realm improvements in the future.

Cambridgeshire and Peterborough Minerals and Waste Core Strategy (CPMWCS) (July 2011)

4.2.9. The scheme is located over areas of gravel, sands and clay, it is therefore anticipated that the primary aggregate materials required for construction would be taken from within the scheme footprint.

4.2.10. Six borrow pits have been identified in the DCO to provide building materials for the A14 scheme and they are integral to the delivery of the scheme. The six borrow pits, located along the route would provide a large proportion of the construction materials required.

4.2.11. The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)³¹ makes specific reference to future improvements to the A14 in its policy CS1.

²⁹ Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), Cambridgeshire County Council, (2014)

³⁰ Huntingdon and Godmanchester Market Town Transport Strategy, Cambridgeshire County Council (2014)

The policy states that in the case of the future improvements to the A14 (Ellington to Fen Ditton), specific provision (for the supply of mineral) will be made through sand and gravel and clay borrow pits close to the scheme. Where essential minerals cannot be supplied from the Plan area e.g. granite, the use of sustainable transport of this material will be encouraged, including railheads. Sustainable transport facilities will be safeguarded through the designation of Transport Safeguarding Areas. Policies CS11 and CS12 of the Core Strategy make provision for borrow pits to provide material for the A14 improvements (sand and gravel / engineering clay respectively).

Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (February 2012)

4.2.12. The provision for borrow pits is taken forward through the adopted Cambridgeshire and Peterborough Site Specific Proposals Plan³² (2012) which allocates sites.

4.2.13. Of the 6 Borrow pits proposed to supply the scheme: 3 are consistent with site allocations in Minerals and Waste Plan, 2 partly within allocated sites and one is outside but adjacent.

4.2.14. Borrow pit two is located within allocated site South West Brampton, borrow pit three is located within allocated site Galley Hill Fenstanton (Southern Site) and allocation Oxholme Farm and borrow pit seven is located within allocated site. The allocated sites are all identified for areas of search allocations for sand and gravel borrow pits for any future improvements of the A14. Borrow pits two, three and seven are located within the allocated areas in the (CPMWSSP) and therefore reflect Core Strategy policy CS11 set out above.

4.2.15. Parts of borrow pits one and six and the whole of borrow pit five are located outside of the areas allocated for mineral extraction. Parts of borrow pit one are located within allocated site West of Brampton which is within an area of search allocations for sand and gravel borrow pits for any future improvements of the A14. However, a large section of borrow pit one is located outside of the allocated area.

4.2.16. Part of borrow pit six is located within allocated site North Dry Drayton Junction, Slate Hall Farm which is within an area of search allocations for engineering clay borrow pits for any future improvements of the A14. However, a large section of borrow pit six is located outside of the allocated area.

4.2.17. The whole of borrow pit five is located outside of an allocated area although it is situated adjacent to allocated site Brickyard Farm, Boxworth which is within an area of search allocations for engineering clay borrow pits for any future improvements of the A14.

³¹Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Cambridgeshire County Council (2011)

³²Cambridgeshire and Peterborough Site Specific Proposals Plan, Cambridgeshire County Council (2012)

- 4.2.18. Core Strategy policy CS11 relevant to borrow pit one refers to sand and gravel borrow pits. Core Strategy policy CS12 refers to engineering clay and is therefore relevant to borrow pits five and six.
- 4.2.19. The policies and paragraphs identified above confirm that borrow pits located outside of the allocated areas will not be permitted unless it can be demonstrated that there are overriding benefits which justify an exception to the policy e.g. to provide substantial social and environmental benefits and to avoid sterilisation of reserves.
- 4.2.20. Construction materials would primarily be conveyed along haul routes within the footprint of the scheme. The proposed use of the borrow pits would significantly reduce the amount of material treated as waste materials exported from the scheme. The excavation of sands, gravels and clay materials from such pits is an established and 'best practice' approach to securing local mineral resources avoiding transport of materials from further afield.
- 4.2.21. For those reasons, the use and location of the borrow pits, both within and, in the case of borrow pit five, outwith, the allocated areas is justified on the basis of the overriding social and environmental benefits that use provides. To require supply of materials from other sources further from the scheme would not provide those benefits and would lead to increased mineral traffic on the public highway contrary to policy CS11.

Cambridgeshire Rights of Way Improvement Plan (ROWIP)(2005)

- 4.2.22. SOA1 – “Making the Countryside More Accessible” – The scheme delivers improvements to Public Rights of Way that were severed as part of previous road improvements at Bar Hill and Brampton and the provides a long distance NMU route from Swavesey Junction to Girton and to south of A14 from Dry Drayton Junction to Girton.
- 4.2.23. SOA2 – “A Safer Activity” – The provision of long distance NMU route from Swavesey Junction to Girton and to south of A14 from Dry Drayton Junction to Girton meets this objective. The scheme is fully compliant, as this will separate vulnerable users from A14 and other traffic enhancing safety of users.
- 4.2.24. SOA5 – “Filling in the Gaps” – The provision of new PROW/NMU links to join PROW that were severed by the previous A14 scheme including Lolworth FP5 to Bar Hill BR1 and Brampton BR19 to the highway network to the east of the A1(T). The scheme is fully compliant, providing new connections between communities that have been severed for many years by previous road improvements.
- 4.2.25. SOA7 – Develop Definitive Map and Other Records – The reconnection of PROW links that were severed by previous road improvements improves the legal record by resolving long standing anomalies. The scheme is compliant in terms of those routes

that are being reconnected but not compliant for two routes – notably - The Stukeleys Bridleway 6 and Brampton Footpath 3.

Cambridgeshire Highways Policies and Standards (2014)

4.1.1. This document sets out the policies that apply to the operation of the highway network in Cambridgeshire excluding the rights of way network, motorways and trunk roads.

Cambridgeshire Green Infrastructure Strategy (2011)

4.1.2. The Cambridgeshire Green Infrastructure Strategy is designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future.

4.1.3. The Strategy demonstrates how Green Infrastructure can be used to help to achieve four objectives:

- To reverse the decline in biodiversity - The scheme provides new ecological mitigation planting.
- To mitigate and adapt to climate change – The scheme is compliant in this objective in that it provides 12km of new NMU routes which provide the opportunities for increased travel by sustainable modes.
- To promote sustainable growth and economic development- The NMU links provide connections between communities across the county and support the growth of communities such as Northstowe.
- To support healthy living and well-being - The scheme is compliant in this objective in that it provides 12km of new NMU routes which provide the opportunities for increased travel by sustainable modes.

Cambridgeshire's Local Flood Risk Management Strategy (2013)

4.1.4. The strategy sets out the roles and responsibilities of Flood Risk Management Partners within the County, highlighting the position of the County Council as the Lead Local Flood Authority under the Flood and Water Management Act 2010.

4.1.5. There are 5 key objectives within the strategy:

- Understanding flood risk in Cambridgeshire
- Managing the likelihood and impact of flooding
- Helping Cambridgeshire's citizens to understand and manage their own risk
- Ensuring appropriate development in Cambridgeshire
- Improving flood prediction, warning and post flood recovery.

4.1.6. A review of the scheme has not identified any areas where the scheme contradicts the strategy approach.

Cambridgeshire Landscape Guidelines (1993)

4.1.7. The Guidelines set out the following relevant objectives:

- Mobilise care and action amongst the main bodies who play the most active role in generating tomorrow's landscapes.
- Improve overall visual quality and strengthen the contrasts between landscapes in different parts of the County (emphasising a sense of place).
- Integrate wildlife conservation into landscape action at all scales from planning at a county level, through site planning, design and management, to the detailing of "hard" and "soft" features at the smallest scale.
- Protect and enhance historic features.
- Conserve existing features and create landmarks and 'personality' in the landscape.

4.1.8. On the whole the detailed landscape mitigation detailed in Ch. 10 – "Landscape" of the Environmental Statement reflects the principles set out in the Cambridgeshire Landscape Guidelines.

Cambridgeshire Joint Air Quality Action Plan (2010)

4.1.9. The Air Quality Action Plan (AQAP) was developed by Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council. 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.

4.1.10. 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

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

5. Local Growth and Development – development proposals not commenced or completed

5.1. Relevant Planned Developments

5.1.1. The population of Cambridgeshire and Peterborough is forecast to grow by another 23-24% over the next two decades to around a million people with demand for new homes and employment significantly increasing.

5.1.2. Current and emerging Local Plans include allocations for around 72,500 new houses to be delivered across Cambridgeshire to 2031³³. Investment in transport infrastructure is critically important to help sustain this growth and economic prosperity.

Cambridge East

5.1.3. In 2008 South Cambridgeshire District Council and the City Council adopted the Cambridge East Area Action Plan³⁴. This plan identifies the site for “a sustainable new urban quarter of approximately 10,000 to 12,000 dwellings”, the delivery of which is based on the relocation of Cambridge airport. Marshall has signalled its intention not to move the airport in the foreseeable future, and the Submission Local Plans of Cambridge and South Cambridgeshire propose to safeguard the main airport site for potential development post 2031.

5.1.4. Part of the site is capable of development whilst the airport remains in operation. This includes land North of Newmarket Road, being referred to as the ‘Wing development, anticipated to accommodate up to 1,300 new homes, a primary school, food store and all the associated infrastructure, services and facilities to serve the new community. A smaller development is anticipated north of Cherry Hinton.

Orchard Park (previously Arbury Park)

4.1.1. Orchard Park is a mixed use development located to the northern side of Cambridge alongside the A14. The site is largely built out. A further 140 dwellings have planning permission but have yet to be built, and a further 120 are planned in the South Cambridgeshire Submission Local Plan (carried forward from the adopted Site Specific Policies DPD). Access to the development from the A14 is via the Histon Interchange.

4.1.2. The site north of Newmarket Road (Wing) and Orchard Park, which is already largely built out, are not dependent upon the A14 improvements. However, improvement to the A14 along the Cambridge Northern Bypass may relocate trips using the Histon and Milton junctions.

North West Cambridge

4.1.3. There are three significant proposed developments in this quadrant of Cambridge:³⁵

4.1.4. The University Site between Madingley Road and Huntingdon Road includes proposals for 3,000 dwellings, 2,000 student bed spaces, hotel, indoor sports and outdoor area and commercial properties. The site straddles the City and South Cambridgeshire boundary. The site was planned through the North West Cambridge Area Action Plan,

³³ Cambridgeshire Local Transport Plan 3 : Cambridgeshire Long Term Transport Strategy, Cambridgeshire County Council (2014)

³⁴ Cambridge East Area Action Plan, Cambridge City Council, South Cambridgeshire District Council (2008)

³⁵ North West Cambridge Area Action Plan, South Cambridgeshire District Council, Cambridge City Council (2009)

produced jointly by Cambridge City Council and South Cambridgeshire District Council. The site has subsequently gained planning permission, and is under construction.

4.1.5. Both the Cambridge and South Cambridgeshire Local Plans identify development between Huntingdon Road and Histon Road.

4.1.6. Within Cambridge, development (being referred to as Darwin Green 1) consists of up to 1,593 dwellings of varying types and sizes, primary school, children's centre and up to 6 small retail units located on approximately 40 hectares of land was originally identified in the Cambridge Local Plan 20016. This development has planning permission.

4.1.7. In South Cambridgeshire, an adjoining site was allocated in the Site Specific policies DPD 2010 (being referred to as Darwin Green 2). The South Cambridgeshire Submission Local Plan proposes to slightly extend the northern boundary of the site (Darwin Green 3). In total Darwin Green 2 and 3 would deliver around 1000 homes, and a secondary school.

4.1.8. The Pinch point scheme being delivered ahead of the wider A14 improvement scheme will provide improved capacity as well as access improvements at the Girton and Histon interchanges, enabling development on the University Site and Darwin Green in the north west quadrant of Cambridge in advance of the main A14 scheme (along with a range of other measures in the Transport Assessments associated with the development schemes).

4.1.9. The development to the north-west of Cambridge would benefit from improved access at the Girton and Histon Interchanges as a result of the proposed scheme.

Cambridge Southern Fringe/Cambridge Biomedical Campus

4.1.1. There are a number of planned developments on the southern fringe of Cambridge.

4.1.2. Access to and from these developments will impact on A14 traffic and M11/A14 junctions. The developments include the new communities at Glebe Farm, Clay Farm and Trumpington Meadows as well as extensions to the Addenbrookes Hospital site known as CBC 2020 and CBC 2040.

Glebe Farm

4.1.3. Glebe Farm is allocated for housing development within the Cambridge Local Plan. This site is situated north of the section of the Addenbrooke's Road between Hauxton Road and Shelford Road. It is 8.89 hectares, and was previously in agricultural use. This full application is for 286 dwellings with associated landscaping, open spaces, vehicle access from Addenbrooke's access road and related infrastructure.

Clay Farm

4.1.4. The site is 113 hectares in size, currently in agricultural use. It is allocated for residential within the Cambridge Local Plan (2006). Outline was granted permission in August 2010 for up to 2,300 homes, 40% of which will be affordable.

Trumpington Meadows

4.1.5. The Trumpington Meadows site lies west of Trumpington Road, in the south east of the City. The development wraps around the Trumpington Park and Ride site. Planning permission has been granted for 1200 dwellings at this cross boundary site, and the development is under construction.

Northstowe

4.1.6. The new town of Northstowe was identified in the Cambridgeshire Structure Plan 2003, and an Area Action Plan was adopted by South Cambridgeshire District Council in 2007. Northstowe will include up to 10,000 new homes, accompanied by employment land, a new town centre and other facilities. It is located five miles northwest of Cambridge, between the villages of Oakington and Longstanton³⁶. The Busway and Park and Ride have already been constructed and are successfully carrying passengers. A new Busway loop will be provided through the town centre and access roads will link the town to the A14 trunk road. Phase 1 of the development, for the first 1,500 homes, has planning permission, and can proceed before the A14 scheme is completed. Highways England has indicated that development beyond this amount cannot proceed until the A14 Cambridge to Huntingdon Improvement scheme is completed.

Waterbeach New Town

4.1.7. The Submitted South Cambridgeshire Local Plan proposes a new town on the former Waterbeach Barracks and land to the east and north. Waterbeach lies to the north of Cambridge between the A10 and the Ely to Cambridge railway line. The A10 to the north of Cambridge, connecting to the A14 at Milton, is one of the more congested outer radial routes into the city.

4.1.8. Approximately 8,000 – 9,000 homes are planned. The Submitted Local Plan anticipates development towards the end of the plan period, with the majority of development taking place after 2031. New Town will deliver high quality public transport links to Cambridge, with provision of a new busway and a relocated railway station, closer to the New Town but still serving the existing village of Waterbeach. Additional capacity will be needed on the section of the A10 between Waterbeach Barracks and the A14 to cater for the traffic demand of the new town and also of development in Ely.

Cambourne West/ Bourn Airfield

³⁶ South Cambridgeshire District Council website (2015) <https://www.scambs.gov.uk/services/northstowe>

4.1.9. The Submitted South Cambridgeshire Local Plan proposes additional development on the A428 corridor to the west of Cambridge. The Cambourne West site, an extension to the Cambourne village, will host 1,200 homes. Bourn Airfield is identified for the development of a new village, and will include 3500 homes⁴⁵. Since the Local Plan was submitted, an outline planning application has been submitted on the Cambourne West site for a larger development comprising 2,350 houses. Whilst the developments are not directly dependent upon the A14 improvements, they will benefit indirectly as additional capacity on the A14 should draw traffic away from the A428 corridor, and in particular the Caxton Gibbet roundabout with the A1198.

Wintringham Park / Loves Farm St. Neots

4.1.10. 3,820 homes are planned to the eastern side of St. Neots split between Wintringham Park and Love's Farm.

4.1.11. It is anticipated that the A14 improvements will improve capacity and journey time reliability to draw back traffic which has diverted onto alternative routes, such as the A1198 and A428, to avoid the congestion. This will help to free up capacity along the A428 corridor for these developments, although traffic conditions on the A1303 around Madingley and the M11 junction regularly become very congested at peak periods. The A14 improvement scheme does not address the 'missing links' (between the A428 and the A14 and M11) at the Girton interchange, which will be considered as part of the A428 Route Based Strategy.

Alconbury Weald, Wyton Airfield

4.1.12. The Alconbury Weald (5000 homes) and Wyton Airfield (4500 homes) developments will drastically change the economic profile of the local area around Huntingdon and St Ives, acting as a major economic hub, and leading to new travel patterns and new pressures on the transport network. The A14 Cambridge to Huntingdon improvement Scheme will provide some relief to traffic problems in Huntingdon, Godmanchester, Brampton and St Ives, but new transport links will still be needed to cater for this level of new development.

4.1.13. Alconbury Weald and Wyton Airfield will together deliver over 9,500 new dwellings by 2036³⁷, with potential for more development within the area in the longer term. In addition, the Enterprise Zone at Alconbury Weald has 150 hectares of land for employment development and the creation of 8,000 jobs. Further development is also planned around Huntingdon, and to a lesser extent St Ives. Significant levels of investment in transport infrastructure and services are needed to provide capacity for this growth and these are covered within the Cambridgeshire Long Term Transport Strategy (LTTS).

³⁷ Draft Huntingdonshire Local Plan, Huntingdonshire District Council (2013)

Huntingdon, St Ives

- 4.1.14. Traffic conditions around Huntingdon and St Ives can be very congested at peak periods, particularly at times when the A14 is busy or when incidents occur. In this context, as with Northstowe, the A14 Cambridge to Huntingdon scheme is a critical intervention that will release transport capacity on the local road network around Huntingdon and provide capacity for the travel demand of various developments.
- 4.1.15. As a result of delivering a new A14, conditions on the A141 around Huntingdon will markedly improve, to the extent that traffic from Alconbury Weald and Wyton Airfield can largely be accommodated in the Huntingdon area with improvements to junctions on the existing route³⁸. However, it is also considered necessary at the local level to safeguard a possible new alignment for the A141 around the north of Huntingdon, should further capacity be needed in future.
- 4.1.16. The Cambridgeshire Long Term Transport Strategy³⁹ also identifies the need to develop two Sustainable Transport packages focussed on Huntingdon and St. Ives in order to consider a possible range of interventions that might be necessary to fully accommodate planned growth in the immediate area.

³⁸ Cambridgeshire Long Term Transport Strategy, Cambridgeshire County Council (2014)

6. Existing Local Area Characteristics

This section will set out the existing local characteristics of the area which the A14 Cambridge to Huntingdon Improvement Scheme will impact upon. It will identify the baseline conditions in the local area, in the current year (2015) for the following features:

- Landscape
- Cultural Heritage
- Air Quality
- Noise and Vibration
- Ecology
- The environment for Pedestrians, Cyclists and Equestrian travellers
- The Economy
- Minerals and Waste
- Flooding and Water

6.1. Landscape

The 'Route'

6.1.1. The existing A14 runs past Ellington to the A1 Brampton Hut junction and on to Hinchingsbrooke along the valley of Ellington Brook to meet the A14 spur at Spittals. The A14 spur runs gently down from the low hill at Alconbury past the Stukeleys to Spittals. The A14 then runs through Huntingdon on an embankment across Views Common, on a viaduct over the East Coast mainline and the station and on an embankment across Mill Common, and then continues past Huntingdon Castle on the north side of the floodplain meadows at Portholme, before crossing the River Great Ouse at Godmanchester. It runs across the floodplain of West Brook on its route eastwards towards Cambridge, where the A14 becomes the Cambridge Northern Bypass, cutting through Girton and continuing eastwards past Impington.

6.1.2. The existing A14 is a prominent feature of the landscape between Cambridge and Huntingdon. In Huntingdon the A14 divides runs along the edge of Mill Common and across Views Common, largely on raised embankments. The raised route of the existing A14 in Godmanchester and its heavy traffic flow has an adverse influence over the character of the northern edge of the town and over the Maltings area and the river. The route through South Cambridgeshire is largely flat, agricultural farmland, as a result the A14 is prominent in a setting with open views to either side.

6.1.3.Land use within the study area comprises:

- Agricultural farmland (predominantly large scale arable fields);
- Natural features (river Great Ouse, various other smaller watercourses, water meadows, gravel pits and Brampton Wood);
- Major highway infrastructure, including the A1, the existing A14 and Cambridge Northern Bypass;
- East Coast mainline railway line east of river Great Ouse;
- Residential;
- Commercial, including Brampton Hut Services, Cambridge Services, Buckingham Business Park south of Swavesey and Cambridge Science Park immediately south of the A14 Cambridge Northern Bypass; and
- Recreational sites such as Hinchingsbrooke Country Park, county wildlife site/gravel pits / marina at Buckden and angling lakes at Fenstanton.
- Historic green open spaces within an urban setting e.g. Views Common and Mill Common.

Settlements

6.1.4.The largest settlements near the scheme include Huntingdon to the west and Cambridge to the east. Brampton is to the south-west of Huntingdon and Godmanchester and St Ives are to the south-east and east. The existing A14 passes close to Brampton and Godmanchester and runs through the middle of Huntingdon. The A14 Cambridge Northern Bypass runs between the Cambridge northern fringe and the extended villages of Impington, Histon and Milton and runs through the southern part of Girton. The Cambridge northern fringe is made up of housing, light industry and substantial offices and research establishments, including Cambridge Science Park, the Innovation Centre, the Regional College and the mixed-use development at Orchard Park.

6.1.5.Between Huntingdon and Cambridge are The Stukeleys, The Hemingfords, Fenstanton, Fen Drayton, Swavesey, Longstanton and Oakington all to the north of the existing A14, with, Alconbury, Hilton, Conington, Boxworth, Lolworth, Bar Hill, Dry Drayton and Madingley all to the south of the existing A14. South of Huntingdon either side of the Great Ouse Valley are The Offords, Buckden, Brampton and Godmanchester. Along the Cambridge northern bypass lie Girton, Histon and Impington, Milton and Orchard Park.

Landscape pattern

6.1.6. To the west of Cambridge the landscape south of the existing A14 is predominantly undulating and north of the A14 predominantly flat. Both landscapes offer expansive views of large scale intensive arable farmland, divided by sparse trimmed hedgerows, open ditches or streamside vegetation. The scattered woods, some of which are designated as ancient, form important landscape and wildlife features⁴⁰.

6.1.7. The smaller villages and isolated farms scattered throughout the area surrounding the scheme are often in sheltered places with tree cover. Small grass paddocks typically occur on the edges of villages, sometimes as part of parkland. Church spires and towers, wind turbines and water towers often form distinctive local landmarks.

Table 4: Designations relevant to landscape and visual impact

Area / Location	Designation
Section of Mill Common, Huntingdon	Registered common land
Westside Common, Huntingdon	Registered common land
Childerley Park, Madingley Park and the American Military Cemetery, South Cambridgeshire	Recorded Heritage Assets - Register of Historic Parks and Gardens
Large part of Huntingdon Town Centre , parts of Alconbury, Brampton, Buckden, Fen Drayton, Fenstanton, Godmanchester, Hilton, Madingley, Offord Cluny	Conservation areas
Earthworks on Mill Common	Scheduled monument
Huntingdon Castle	Scheduled monument
Brampton Wood	Ancient woodland, site of special scientific interest (SSSI), Nature Reserve
Brampton Meadow	Site of special scientific interest (SSSI),
Portholme	Site of special scientific interest (SSSI), SAC
Brampton Racecourse	Site of special scientific interest (SSSI),
River Great Ouse and adjacent areas	County Wildlife Sites
Trees within Huntingdon Conservation Area.	Tree Protection Orders (TPOs)
Trees within Hinchingsbrooke Country Park, Huntingdon	Tree Protection Orders (TPOs)
East of Ermine Street, northeast of Lolworth, north-east of Bar Hill and west of Girton along 'The Avenue'	Tree Protection Orders (TPOs)

⁴⁰Cambridgeshire Green Infrastructure Strategy, Cambridgeshire Horizons (2011)

6.2. Cultural Heritage

6.2.1. This section examines the cultural heritage of the area affected by the scheme. It will provide a summary of the Archaeological remains and Historic buildings across the scheme area.

Archaeological assets

Table 5: The table below list Archaeological assets of high value⁴¹

Name	Location	Designation
Earthwork on Mill Common	Huntingdon	Scheduled monument
Huntingdon Castle (Castle Hills)	Huntingdon	Scheduled monument

6.2.2. The earliest known prehistoric activity in the scheme area dates to the Upper Palaeolithic (45,000-10,000 BP1), Mesolithic (10,000 BP – 4,000 BC) and Neolithic (4,000 - 2,200 BC) periods and comprises small quantities of worked flint tools⁴².

6.2.3. These are likely to date to the Bronze Age (2,500 - 700 BC) or Iron Age (800 BC – AD 43) periods. Enclosures are a common feature of the Iron Age and Roman period (AD 43 – 410) Cambridgeshire landscape; enclosures generally comprised a bank and ditch enclosing an area that contained roundhouses and pens for animals. The area is crossed by a number of Roman roads notably Ermine Street.

6.2.4. Medieval activity (AD 410 - 1540) is largely focussed on Huntingdon with an Anglo-Saxon (AD 410 - 1066) settlement being developed as a Danish burh, and after the Norman invasion construction of a motte and bailey castle in AD 1068. Some of the villages outside Huntingdon have their origins in the medieval period and two were deserted. Remains of fields dating to the medieval period have also been identified.

6.2.5. Later medieval (AD 1066 - 1540) and post-medieval (1540 - 1901) activity is largely represented by the urban development of Huntingdon, surrounding villages, along with the development of agricultural landscape through enclosure and later large-scale arable farming. Activity dating to the modern period (1901 to present) is represented by military sites including the former RAF Brampton and RAF Oakington / Oakington Barracks and other World War II civil defences.

⁴¹ As informed by criteria set out in by DMRB guidance HA 208/07 (Highways Agency et al., 2007): Scheduled monuments (including proposed sites), Undesignated assets of schedulable quality and importance, assets that can contribute significantly to acknowledged national research objectives.

⁴² Chapter 9 Cultural Heritage, 6.1 Environmental Statement, A14 Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

6.2.6. In Huntingdon there are 2 notable archaeological sites. These are at Huntingdon Castle and Mill Common. Huntingdon Castle was built in 1068 for William the Conqueror, and has been used for a variety of purposes, including use as a gaol during the 15th and 16th centuries. The castle is a scheduled monument. The earthwork on Mill Common is believed to be the remains of part of the English civil war defences of Huntingdon, but may have medieval origins. This asset is also a scheduled monument.

Historic buildings

Table 6: The table below lists local historic buildings and their designations⁴³:

Name	Location	Designation
Huntingdon Town Hall	Huntingdon	Grade II* listed building
Huntingdon Station	Huntingdon	Grade II listed building
Huntingdon Bridge	Huntingdon	Scheduled monument
Hinchingbrooke House	Huntingdon	Grade I listed building
Castle Hill House, Huntingdon	Huntingdon	Grade II* listed building
28 High Street, Huntingdon	Huntingdon	Grade II* listed building
Godmanchester Post Street Conservation Area	Godmanchester	Conservation area
Godmanchester Earning Street Conservation Area	Godmanchester	Conservation area
Conington Hall	Conington	Grade II* listed building
Manor House	Fenstanton	Grade II* listed building
All Saints' Church, Lolworth	Lolworth	Grade II* listed building
American Military Cemetery	Madingley	Grade I registered landscape
Girton College	Girton	Grade II* listed building

[Huntingdonshire]

6.2.7. The historic town of Huntingdon is designated as a conservation area. The medieval layout of the town remains legible with the gently undulating High Street, which follows the line of Ermine Street, which is a Roman road, lined by continuous rows of buildings set within long narrow plots laid out perpendicular to the street front. The legibility of the medieval layout has been reduced by modern redevelopment which is particularly apparent to the east of High Street, the built heritage of the conservation area is characterised by buildings of post-medieval date, comprising a mixture of vernacular cottages, townhouses, substantial gentry houses, coaching inns, and civic and public buildings.

6.2.8. Located to the south and west of the town are Mill Common and Views Common. Established in the medieval period, these areas remain an important feature within the conservation area, evidencing the history and development of the settlement, and continuing to shape the character of the town today.

⁴³Cambridgeshire Historic Environment Record (CHER), Cambridgeshire County Council (2015)

6.2.9. Huntingdon Conservation Area⁴⁴ is currently adversely affected by the presence of the A14 dual carriageway which runs across Views Common and Mill Common, resulting in noise intrusion from high vehicle numbers, and visual intrusion from the presence of the viaduct which carries the road A14 route across Brampton Road and the ECML. The viaduct also adversely affects the setting of surrounding historic buildings including Huntingdon County Hospital and Huntingdon railway station.

6.2.10. Hinchingsbrooke House, a grade I listed building, is located to the west of Huntingdon and forms an integral part of the conservation area. Hinchingsbrooke House survives today as a fine example of a high status post-medieval house.

6.2.11. The value of Huntingdon Conservation Area is enhanced by its setting close to Portholme and Westside Common, located to the south and east of the conservation area respectively, both of which are flanked by the river Great Ouse. Formed by wide open, flat areas of privately owned green space, they provide long views out from the conservation area, and maintain our understanding of the town's historic rural setting.

6.2.12. The village of Godmanchester is located to the south-east of Huntingdon and is designated as two separate conservation areas: Godmanchester Post Street conservation area and Godmanchester Earning Street conservation area. With its origins in the Roman period, the settlement rose to prominence in the post-medieval period and is today characterised by high status post-medieval merchants and yeoman farmers' houses. The conservation areas contain one grade I listed building and six grade II* listed buildings, whilst the historic buildings within the designated areas hold considerable group value as evidence of a post medieval domestic architecture.

6.2.13. The presence of Portholme to the northwest of the Post Street conservation area contributes to the value of the conservation area, providing an open green setting to the town, and long distance views to and from the conservation area. In consideration of their architectural and historic interest, these conservation areas have been assessed to be of high value.

[South Cambridgeshire]

6.2.14. The 14th century Church of All Saints in Lolworth is located on a hillside above the current A14 with the church tower forming a notable local landmark. It is designated as a grade II* listed building.

6.2.15. The American Military Cemetery was established during WWII and laid out in its current form in the mid-1950s to provide the final resting place for American servicemen and women who lost their lives during WWII.

⁴⁴ Huntingdon Conservation Area Character Assessment Huntingdonshire District Council (2007)

6.2.16. Conington Hall was built in the early 18th century and survives today as a charming example of a modest country house. Conington Hall is designated as a grade II* listed building.

6.2.17. Girton College Lodge is sited at entrance to Girton College and its extensive grounds from the A1307. The lodge is of group value with the historic college buildings and currently experiences noise and visual intrusion as a result of traffic levels on the adjacent road.

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6.3. Ecology

6.3.1. Within the Huntingdon – Cambridge corridor there are a number of valuable habitats present, specifically woodland, standing and running water, swamp and marginal vegetation and semi-improved grassland.

6.3.2. Ecological surveys⁴⁵ have shown that, in areas surrounding the existing A14 and in habitats within the Scheme, there are a number of legally protected species, including bats, dormouse, badger, breeding birds, wintering birds, water vole, otter, great crested newt, grass snake and common lizard.

6.3.3. There are localised areas of high ecological value which are designated as County Wildlife Sites. These include the River Great Ouse and its surrounding flood meadows, Buckden Gravel Pits and the River Cam. There are also other locally and nationally significant designated sites of nature conservation interest in the surrounding area. There are 26 County and City Wildlife Sites and two Protected Roadside Verges within 2km of the scheme.

Table 7: *Statutory designated sites of nature conservation with potential to be adversely affected by the scheme*⁴⁶

Key:

SSSI – Site of Special Scientific Interest
 SAC – Special Areas of Conservation
 SPA – Special Protection Area
 PRV - Protected Roadside Verges
 CWS- County Wildlife Sites
 RAMSAR - wetlands of international importance

Site name:	Designation:
Brampton Meadow	SSSI
Portholme	SSSI, SAC
Brampton Wood	SSSI
Brampton Racecourse	SSSI
Madingley Wood	SSSI
Little Paxton Pits	SSSI
St Neots Common	SSSI
Ouse Washes	SAC, SPA, Ramsar, SSSI
Eversden and Wimpole Woods	SAC, SSSI

⁴⁵ Phase 1 Habitat Surveys April 2013 (2013), Terrestrial Invertebrate Survey Report (2013-2014), aquatic invertebrate surveys (2013-2014) Freshwater fish surveys (2013-2014), Great Crested Newt Surveys (2014), Reptile surveys (2013-2014), Breeding and wintering bird study (2013-2014), Bat Study (2013-2014), Barn Owl Studies (2013-2014), Badger Study, (2014), Otter and Water vole surveys (2013-2014) A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

⁴⁶ Designated sites system, Natural England (2015)

<https://designatedsites.naturalengland.org.uk/SiteSearch.aspx>

Table 8: *Non-statutory designated sites of nature conservation with potential to be adversely affected by the Scheme*⁴⁷

Site name:	Designation:
Buckden Gravel Pits	CWS
River Great Ouse	CWS
Fenstanton Pits (West End Pits)	CWS
Madingley Brick Pits	CWS
Brampton Road A1 Slip Road	CWS
Park Road Grasslands	CWS
Hinchingbrooke Gravel Pits	CWS
Brampton Flood Meadows	CWS
Settling Bed (East of Silver Street)	CWS
West Meadow	CWS
Lattenbury Hill Parkland	CWS
Mere Lane (East) RSV	CWS
Marsh Lane Gravel Pits	CWS
Fenstanton Meadow	CWS
Woolley Leys RSV	CWS
River Cam	CWS
Littlebury Farm Meadows	CWS
Fen Drayton Gravel Pits	CWS
Low Meadows (West)	CWS
Hermitage Wood	CWS
Ellington Pastures and Underlands	CWS
King's Hedges Hedgerow	CWS
Milton Road Hedgerows	CWS
Ascension Parish Burial ground	CWS
Bird Sanctuary, Conduit Head	CWS
Scrub East of M11 Verge	CWS
Alconbury	PRV
Brampton Road East	PRV

Table 9: Along the route and within the existing study area the following important populations of species exist:

Population	Designation	Habitat location
White-spotted pinion moth	Section 41 listed species	Elm trees south of Wood Green Animal Shelter
Common toad	Section 41 listed species	Chivers Lake, Histon
Cetti's warbler	Species of County Value	Buckden Gravel Pits CWS Fenstanton Gravel Pits CWS Fen Drayton Gravel Pits
Cuckoo	Species of County Value	Buckden Gravel Pits CWS Fenstanton Gravel Pits CWS Fen Drayton Gravel Pits
Grasshopper warbler	Species of District Value	Buckden Gravel Pits CWS
Linnet	Species of District Value	Buckden Gravel Pits CWS
Yellowhammer	Species of District Value	Buckden Gravel Pits CWS
Yellow wagtail	Species of District Value	Buckden Gravel Pits CWS

⁴⁷Cambridgeshire and Peterborough Environmental Records Centre (2015) also http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/88/nature_conservation_sites

6.4. Noise and vibration

- 6.4.1. Environmental noise mainly consists of noise from transport sources such as road, rail and aviation. Communities exposed to the highest levels of traffic noise are often found close to and along established heavily trafficked roads within cities, other developed areas and along major strategic road transport networks such as the A14.
- 6.4.2. The impact of road noise on nearby residents can vary depending on the nature of building's construction and location / orientation (including external amenity areas) and the separation distance from the source, traffic volume, speed and type, road gradient and surface finish, driving conditions, and physical barriers or topography between the source and receptor, and the sensitivity of residents.
- 6.4.3. Traffic noise is usually loudest closest to the road source, reducing with distance separation. Up to 600m is generally considered the distance that receptors are likely to be most sensitive to and directly affected by traffic noise. Beyond this noise levels tend to be less discernible or are masked by other noises. However, under certain metrological conditions distant diffuse traffic noise (often described as a distant rumble) can be audible at times at distances of 1 to 2 km from the carriageway
- 6.4.4. Existing traffic noise levels varies widely across the scheme area and is currently high at a number of residential noise sensitive premises close, and immediately adjacent, to the existing A14. At certain locations the levels are likely to give rise to significant adverse impacts on health and quality of life.
- 6.4.5. The Environmental Statement reports that there are approximately 21,720 residential dwellings within the defined study area (600 metres from the scheme). The dwellings are mainly located in villages and towns but there are other single or clusters of dwellings at more isolated locations along the A14.
- 6.4.6. The Environmental Noise (England) Regulations 2006 (as amended) implement nationally the EU directive. In January 2014 the Department for Environment Food and Rural Affairs (DEFRA) published its *Noise Action Plan: Road (Including Major Roads)* in response to the Regulations, which defines Important Areas. Noise Action Plans and associated noise mapping are used to estimate the number of people exposed to various levels of environmental noise and the identification of long term strategies for managing environmental noise.
- 6.4.7. DEFRA noise mapping identified and designated areas of land as Important Areas (IAs) "noise hotspots" for the purpose of noise action planning and this includes noise sensitive residential receptor locations along and immediately adjacent to the exiting A14. The population at these locations is likely to be at the greatest risk of experiencing a significant adverse impact to health and quality of life as a result of their exposure to road traffic noise. Important Areas typically include 1% of the

population affected by the highest noise levels (typically 75 dB_(A), LA_{10,18h} or higher and not less than 65 dB). This is effectively the worst case scenario.

6.4.8. Highways England (HE) and Cambridgeshire County Council (CCC) as relevant highway authorities responsible for transport are defined as “Noise Making Authorities” under noise action planning, They are expected to examine each ‘Important Area’ (IA) with regard to noise mitigation and form a view about what measures / actions, if any, may be taken in order to assist with the implementation of the Government’s policy on noise which aims to promote good health and quality of life (wellbeing) through effective management of noise. “Noise Receiving” authorities are those local authorities in which the IAs are located and for this scheme this is either Huntingdonshire District Council (HDC), South Cambridgeshire District Council (SCDC) or Cambridge City Council (CCityC).

6.4.9. According to Defra’s Noise Action Planning Support Tool the designated ‘Important Areas’ likely to be affected by the scheme are listed below (from west to east):

Table 10: Road Important Areas- Defra’s Noise Action Planning Support Tool the ‘Important Areas’

Road Important Areas- Defra’s Noise Action Planning Support Tool the ‘Important Areas’			
IA Number	Indicative Location	Noise Making Authority	Noise Receiving Authority
IA5153	A1 Alconbury		
IA5152	Little Meadow and Woodhatch Farm	HA	HDC
IA5151	A14 North of Brampton	HA	HDC
IA6116	Stukeley Meadows, Huntingdon	HA & CCC	HDC
IA5150	Bliss Close, Huntingdon	HA	HDC
IA6185	Mill Common, Huntingdon	HA	HDC
IA12131 (Replaced 5148)	Waters Meet, Huntingdon	HA	HDC
IA5149	Bridge Place, Huntingdon	HA	HDC
IA6115	Rectory Gardens / Cambridge Villas, Godmanchester	HA	HDC
IA5147	New Farm, Hemingford Abbot	HA	HDC
IA11743	Rectory Farm, Hemingford Abbot	HA	HDC
IA5146	Gore Tree Cottage, Hemingford Grey	HA	HDC
IA11744	The Cottages, Woolpack Farm, Hemingford Grey	HA	HDC
IA5144	Fenstanton	HA	HDC
IA 5143	Wayside, Swavesey NB - possibly dilapidated & derelict possibly uninhabitable	HA	SCDC
IA 5142	Fairlawn, Swavesey NB - possibly dilapidated & derelict possibly uninhabitable	HA	SCDC
IA 6114	Hill Farm Cottages, Swavesey	HA	SCDC
IA 5140	Rhadegund Farm Cottages x 3	HA	SCDC
IA 5139	Bungalow, Hackers Fruit Farm, Dry Drayton Crouchfield Villas x 3 properties, Dry Drayton	HA	SCDC

	Westdene, Dry Drayton		
IA 5138	Catch Hall Farm Cottages x 6 properties (1 to 6), Girton	HA	SCDC
IA 6113	Grange Farm Cottages x 2, Girton, Elm Grange, Girton	HA	SCDC
IA 5043	North of A14 - 121 Girton Road, Girton, Approximately 50 separate properties at Weavers Field, Girton Approximately 10 separate properties at St Vincents Close, Girton South of A14 - 97, 99, 100 and 102 Girton Road, Girton Girton Grange x 3 Grange Drive, Girton	HA	SCDC
IA 5044	South of A14 - Orchard Close, Impington, Woodhouse Farm x 3, Impington	HA	SCDC
IA 6109	North of A14 - 49 to 51 and 68 to 76, Impington Approximately 25 separate properties at Lone Tree Avenue, Impington	HA	SCDC
IA 5045	North of A14 - Blackwell Caravan Site, Milton (approximately 15 to 20 plots)	HA	SCDC
IA 5042	Grange Lodge Grange Drive, Girton	CCC	SCDC
IA 5040	Vicinity of 25 Brandon Road, Girton	CCC	SCDC
IA 5041	Vicinity of Howe House, Girton	CCC	SCDC
IA 5039	Vicinity of 183 to 216 Huntingdon Road, Cambridge	CCC	CCityC

The existing noise environment in settlements along the route

[Alconbury]

6.4.10. Close to the existing A14 and the A1 there are significant noise issues. Between the A1 at Alconbury and Brampton Hut road traffic noise is emitted from the A1 and the A14. The A1 (M) passes alongside properties on the east of Alconbury, but it is the properties to the North of Alconbury, currently classified as an 'Important Area' (IA 5153) under noise regulations, where there are homes closest to the A1 (M). To the south of Alconbury, Huntingdon Life Sciences are located off Woolley road and the buildings are 100m west of the A1.

[Brampton]

6.4.11. In Brampton the dwellings closest to the A1 (M) are 200m away and experience high levels of traffic noise. There is a large residential development off Thrapston Road which currently experiences traffic related noise due to its proximity to the existing A14. This is classified as Important Area IA5151.

6.4.12. Further south is RAF Brampton, which at closest is around 600m east of the A1(M) and has outline planning permission to be redeveloped for residential purposes. The noise climate is dominated by the A1(M) and traffic on the local roads, particularly Buckden Road.

[Buckden]

6.4.13. The western side of Buckden is close to the A1 and hence existing noise levels are dominated by road traffic noise from the trunk road. Further east, the dwellings are increasingly remote from and screened from the A1.

[The Offords]

6.4.14. Along the route of the proposed A14 Huntingdon Southern Bypass, Offord Cluny and Offord Darcy are settlements which experience noise from local road traffic and trains.

[Huntingdon]

6.4.15. In Huntingdon, road traffic noise from the A14 and A141 are the primary contributors to existing noise levels. Noise levels along the A14 are sufficient to give rise to Important Areas⁶ at Stukeley Meadows; to the south of Huntingdon, north of Godmanchester and at a number of individual properties or small settlements further east. There is also an 'Important Area', to the east of Huntingdon at Hinchbrook. All of these Important Areas would be bypassed, and existing road traffic noise levels reduced when the scheme is completed.

[Hilton]

6.4.16. In Hilton noise is experienced from local traffic movements on West Brook and Potton Road.

[Conington]

6.4.17. Prior to the Swavesey Services Friesland Farm is located approximately 200m to the south. New Barns Farm and the village of Conington lie approximately 500m and 1.4km respectively further south west from the existing A14. These locations currently experience relatively moderate levels of distance diffuse traffic noise.

[Fenstanton]

6.4.18. At Fenstanton there are approximately 80 properties close to the A14 which currently experience elevated noise levels. Fenstanton is within the Important Area⁴⁸ IA5144 as identified by DEFRA's Noise Action Planning work⁴⁹.

[Fen Drayton]

6.4.19. There are two properties at 1 and 3 Mill Road Fen Drayton, about 60m north of the A14, which experience moderate to high traffic noise in outside areas.

⁴⁸ Important Areas - The Environmental Noise Regulations action plans identify a series of Important Areas where 1% of the local population will be affected by noise levels from major roads

⁴⁹ DEFRA, Noise Action Plans, Important areas and First Priority Locations
<http://webarchive.nationalarchives.gov.uk/20130124025256/http://archive.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/firstpriority/major-sources-tile-164.pdf>

[Swavesey]

- 6.4.20. To the north of the A14 prior to the Swavesey Services junction lies a property called Wayside, Swavesey, identified as IA5143. It is understood this property has historically been residential but is currently vacant and appears derelict and dilapidated.
- 6.4.21. Just off the Swavesey service junction is the Trinity Foot Public House which is known to have been residential manager's accommodation in the past and which is currently exposed to high levels of traffic noise. Just to the east is Buckingway Business Park with various industrial, trade or business uses.
- 6.4.22. Further along to the north of the A14 there are potential noise sensitive receptors at IA5142, a residential property at Fairlawn, and the adjacent Travelodge Hotel, Swavesey.

[Lolworth]

- 6.4.23. About 300m after Uttons Drove Sewage Works to the north of the A14 there are 10 residential premises forming part of IA6114 (1 to 10 Hill farm Cottages) the closest being approximately 22m from the edge of the existing A14. In this same location to the south of the A14 is a residential premise at Clare College Farm, Lolworth, which is approximately 220m from the A14. The village of Lolworth lies slightly further south and currently experiences moderate diffuse A14 traffic noise from time to time.

[Bar Hill]

- 6.4.24. Traffic related noise from the A14 is experienced at Bar Hill and other smaller settlements between Swavesey and Girton. The Important Areas are as follows: Hill Farm Cottages (IA6114), Rhadegund Cottages, Huntingdon Road, Cambridge (IA5140), 1-6 Catchall Farm Cottages, Cambridge (IA 5138), Crouchfield Villa and Westdene at Hackers Fruit Farm, Huntingdon Road, Lolworth (Important Area IA5139); Elm Grange/Grange Farm (IA6113).
- 6.4.25. As the A14 moves east past Fenstanton it enters South Cambridgeshire. There are two properties at 1 and 3 Mill Road Fen Drayton, about 60m north of the A14, which experience moderate to high traffic noise in outside areas.

[Girton]

- 6.4.26. The Southern edge of Girton is classified as an 'Important Area (IA5043), where the A14 is on an embankment where it passes through residential developments. There is also a section of raised link road at the Girton Interchange. This 'Important Area' includes dwellings in Girton adjacent to the existing A14. There is an existing noise fence to the north of the existing A14 at this location. Further east and to the south of the A14, in Engledow Drive there are acoustic barriers in place.

6.4.27. Between Westdene and Catch Hall Farm Cottages is located Cambridge City Crematorium, approximately 80m to 100m south of the A14. Although not a residential premise it is noise sensitive with a Chapel of Rest and outside Gardens of Remembrance, a place for personal reflection or similar.

6.4.28. As the A14 meets the M11 there are residential premises at Grange Farm Cottages and Elm Farm immediately adjacent to the A14 off slip to A14 eastbound, which due to their location are exposed to very high levels of traffic noise.

6.4.29. To the north of the A14 approximately 50 separate properties at Weavers Field, Girton and 10 separate properties at St Vincents Close, Girton are within the designated IAs exposed to high levels of traffic noise. The remainder of the village of Girton experiences moderate levels of traffic noise. This 'Important Area' includes dwellings in Girton adjacent to the existing A14. There is an existing noise fence barrier to the north of the existing A14 at this location. Further east and to the south of the A14, in Engledow Drive there are noise barriers in place.

[Histon and Impington]

6.4.30. Between Girton and Histon to the south of the A14 there are about 5 to 10 residential properties at Orchard Close, Woodhouse Farm x3 and Impington Farm, all Impington, which are located approximately 15 to 20m from the edge of the carriageway. All these properties are exposed to high levels of traffic noise and are classified as Important Area.

6.4.31. The area of land to the north of the Histon / Impington interchange is identified as an 'Important Area' by DEFRA in its Noise Action Plan. This includes approximately 25 to 30 separate properties on Cambridge Road and at Lone Tree Avenue, Impington. There appears to be a noise barrier along the Histon and Impington junction slip road (A14 eastbound) but it is considered that due to its limited length and height very little noise mitigation is actually provided.

6.4.32. The experience of adverse noise impact from the A14 on the relatively new residential areas of Orchard Park, including a primary school and external public recreational areas (to the south of the A14) is reflected in the fact that the grant of planning permission required the installation of the existing substantial physical noise barrier, (approximately 3m high and 1km in length) to provide protection against the adverse impacts of A14 traffic noise. It should be noted that even with this noise barrier, noise levels are moderate to high at the upper floor of residential properties where the noise barrier affords less protection.

6.4.33. The emerging South Cambridgeshire Local Plan identifies requirements for development on the Orchard Park site to provide adequate attenuation measures in relation to noise and emissions generated by traffic on the A14, including the adoption of an appropriate layout and disposition of uses as part of Policy SS/1. The area of

Lone Tree Avenue, Impington is classified as an 'Important Area' and noise barriers are in place at this location.

6.4.34. In this general area there are also three hotels close to the A14 including the Holiday Inn Bridge Road, Impington (150m north of the A14) and a Premier Inn and a Travelodge within Orchard Park immediately south of the A14 noise barrier.

6.4.35. Immediately north of the A14 is the Blackwell Caravan Site which is totally unprotected from A14 traffic noise. The entire site with 15 to 20 Traveller Plots comprising a combination of brick built buildings and mobile homes / caravans, has been designated an IA. The fact there are mobile homes and caravans on site is important as such structures have lower standards of noise insulation than traditional brick built structures. They cannot be insulated against noise to the same standard as brick built dwellings and limited ventilation options are available.

6.4.36. Slightly further to the east is Milton junction, the eastern edge of the A14 Improvement Scheme, where there will be junction improvements. The village of Milton lies approximately 350m to 400m to the north of the A14 in this location and residential premises are often subject to moderate to high levels of distance diffuse traffic noise.

6.4.37. The Southern edge of Girton is classified as an 'Important Area (IA5043), where the A14 is in an embankment where it passes through residential developments. There is also a section of raised link road at the Girton Interchange. This 'Important Area' includes dwellings in Girton adjacent to the existing A14. There is an existing noise fence to the north of the existing A14 at this location. Further east and to the south of the A14, in Engledow Drive there are acoustic barriers in place.

6.4.38. The area of the Histon Interchange is identified as an 'Important Area' by Defra in its Noise Action Plan. The experience of noise from the A14 on the residential areas of Orchard Park is reflected in the specific reference to the need for noise attenuation in the emerging South Cambridgeshire Local Plan. The emerging Local Plan identifies requirements for development on the Orchard Park site to provide adequate attenuation measures in relation to noise and emissions generated by traffic on the A14, including the adoption of an appropriate layout and disposition of uses as part of Policy SS/1⁵⁰.

6.4.39. The area of Woodhouse Farm, Impington is classified as an important area (IA5044). The area of Lone Tree Avenue, Impington is classified as an 'Important Area' (IA6109) and acoustic barriers are in place at this location. Blackwell Caravan Park is also an important area (IA5045).

⁵⁰ South Cambridgeshire Local Plan 2013 Policy SS/1: Orchard Park
[https://www.scambs.gov.uk/sites/www.scambs.gov.uk/files/documents/Proposed%20Submission%20Local%20Plan%20\(for%20website\)_0.pdf](https://www.scambs.gov.uk/sites/www.scambs.gov.uk/files/documents/Proposed%20Submission%20Local%20Plan%20(for%20website)_0.pdf)

5.5. Air Quality

- 5.5.1. Air Quality Management Areas (AQMAs) have been declared by Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council.
- 5.5.2. In Cambridge the AQMA covers the inner ring road and the junctions with the main feeder roads into the city. It was declared due to exceedances of the annual mean NO₂ objective. In 2013 the annual mean objective for NO₂ was exceeded at five sites in Cambridge. Concentrations within the AQMA are decreasing, following peaks recorded in 2010.
- 5.5.3. In Huntingdon the area encompasses the southern part of the town centre. The area includes properties in the north, (south of the A141) to the east (north of the river) and to the south in Godmanchester.
- 5.5.4. In St Neots the area encompasses the junction of the High St with New St and South St. In 2013, none of the 2013 annual mean NO₂ concentrations exceeded the objective.
- 5.5.5. In Brampton, the AQMA area includes properties at Wood View, Nursery Cottages, Thrapston Road, Bliss Close, Flamsted Drive and Hinchbrooke. In addition the area includes residential properties to the north of Bobs Wood, east of the A14 and north of Wood View. None of the 2013 annual mean NO₂ concentrations for any of the Brampton diffusion or Hemingford and Fenstanton tubes exceeded the objectives⁶⁵.
- 5.5.6. In 2008, as a result of exceedances of the national objectives for annual mean nitrogen dioxide and daily mean PM₁₀, South Cambridgeshire District Council designated an area along either side of the A14 between Milton and Bar Hill as an AQMA. An area along the A14 between Bar Hill and Milton was declared as an AQMA. Unlike the other AQMAs in Cambridgeshire, this AQMA was created due to high concentrations of fine particles (PM₁₀) as well as concentrations of nitrogen dioxide (NO₂). Concentrations of NO₂ recorded since 2008 have fluctuated around the objective⁵¹.

6.6. The Economy

Congestion hotspot

- 6.6.1. The A14 Study⁵² identified that there is severe congestion at several sections and junctions of the A14 under normal conditions (i.e. during the typical day-to-day traffic conditions). Analysis during the morning and evening peak times showed that there are several locations where the average traffic speed is below 20mph. Analysis undertaken by Highways England identified the A14 between Cambridge and Huntingdon as the fourth busiest hotspot⁵³ on the trunk road network in England in

⁵¹ 2014 Air Quality Progress Report, South Cambridgeshire District Council (2014)

⁵² A14 Study, Department for Transport (2012)

⁵³ 'hotspot' is defined by Highways England as when a congestion alert is issued when the speeds break down to below 30mph and include both severe traffic congestion and incidents.

2008. The limited capacity of the route, together with the very high traffic demand, was identified by the A14 Study as the main cause of this congestion.

Impact on local roads

6.6.2. Based on traffic speed data from the A14 Study⁶⁷ and data collected from Satellite navigation devices in 2013⁵⁴, it was shown that local roads around Huntingdon, St. Ives, Godmanchester, Cambridge and other local areas were congested during peak times due to traffic 'spill-overs' from the A14.

Unpredictable journey times

6.6.3. Congestion on the A14 results in unpredictable journey times for all users, particularly commuters and businesses, which creates a cost to the local, regional and national economies and constrains access to the regional labour pool.

Population

6.6.4. Cambridgeshire is relatively affluent compared with other counties within the UK with a gross value added (GVA) per head of £22,716 in 2011 compared with £19,355 for the east of England and £20,873 for the whole of the United Kingdom⁵⁵. The county had a population of 632,100 in 2013. Currently the construction industry employs approximately 4% of workers in Cambridgeshire. This equates to approximately 10,500 people⁵⁶.

6.6.5. The region has proven resilient to the recession in terms of jobs, and is set to create many more in the future. Over the period 2011 to 2031 Cambridgeshire's Economic Assessment forecasts a population increase of 24% for the county of Cambridgeshire⁵⁷.

Development constraints

6.6.6. The local economy contains a range of technology based businesses with a high value output and there is significant potential for their continued expansion with consequent benefits to the East of England and the UK as a whole. In addition the Alconbury Weald Enterprise Campus has the potential to create up to 8,000 jobs⁵⁸. However, the expansion of these industries is constrained by severe traffic congestion and resulting poor journey time reliability on the A14 corridor between Cambridge and Huntingdon.

Economic activity of Cambridge and South Cambridgeshire

6.6.7. The Greater Cambridge area is one of the UK's and Europe's key assets, successfully competing on the international stage, with a strong presence of European and global

⁵⁴ Tom Tom journey time data from 5 routes in the scheme area (A1198, A141, A428, A1, A14) analysed by Highways England, see Chapter 7.2, Transport Assessment, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

⁵⁵ 2011 Census, Office of National Statistics (2012)

⁵⁶ 2011 Census, Office of National Statistics (2012)

⁵⁷ Cambridgeshire's Economic Assessment 2014, Cambridgeshire County Council (2014)

⁵⁸ Draft Huntingdonshire Local Plan, Huntingdonshire District Council (2014)

business. Cambridge University drives a world leading research and development community, a source of growth industries now and in the future.

6.6.8. Greater Cambridge is already home to Europe's foremost biotechnology cluster and also companies that are leading the research in drug discovery, development and delivery, agricultural biotechnology and animal healthcare. Other key sectors include high-value manufacturing, low carbon environmental goods and services (LCEGS) and food industries.

6.6.9. In a recent 'Centre for Cities' report⁵⁹ Cambridge was highlighted as one of the most resilient economies in the UK. The hi-tech and biotechnology industries are central to the local economy. Cambridge technologies are leading the way in fields such as semiconductors, wireless technology, display technology, sensors, inkjet technology, mobile telecommunications and instrumentation.

6.6.10. The district of South Cambridgeshire has a relatively large, fast growing population with high levels of prosperity marked by high household income and GVA per capita. The district has a diverse and high value economy with national strengths in R&D, high value manufacturing and software consultancy with high forecast GVA and employment growth⁷².

6.6.11. In terms of weaknesses the rural areas of the district suffer from relatively low accessibility of jobs by public transport, cycling and walking. At present there are high levels of commuting out of and into the district which causes high levels of traffic congestion affecting business productivity and negative economic impacts⁷².

Economic activity of Huntingdonshire

6.6.12. Huntingdonshire has many niches in manufacturing markets; both high and low value and include the Alconbury Weald Enterprise Zone. The district has a large working age population who are well skilled with higher than average proportions qualified to NVQ levels 1, 2 and 3. The district has a diverse economy with significant hi-tech employment and industrial strengths in manufacturing, in particular⁷².

6.6.13. However, there is a significant amount of out commuting by higher skilled workers and outside of Huntingdon and St Ives there is relatively poor accessibility of jobs for residents in rural areas. The current infrastructure deficit is considered to be constraining the delivery of sustainable growth in the district⁶⁰.

6.7. Existing conditions for Pedestrians, Cyclists and Equestrian travellers

Conditions for Non- motorised users on the A1 and A14

⁵⁹ Cities Outlook 2015 – Centre for Cities (Jan 2015)

⁶⁰ Draft Huntingdonshire Local Plan, Huntingdonshire District Council (2014)

6.7.1. The current A14 within the scheme area is not suitable for journeys on foot, or by bicycle or horse due to the traffic speed, high traffic levels, high proportions of heavy goods vehicles (HGVs) and the frequency of slip road merge and diverge tapers.

6.7.2. Very few cycle journeys were recorded on the A14 during surveys in 2014⁶¹. Therefore, although there are several locations along the A14 where local roads, bridleways or footpaths join the A14, these connections are not widely used because of the inhospitable conditions on the A14 for modes other than motor vehicle.

6.7.3. With the exception of the Cambridgeshire Guided Busway north of Swavesey and Longstanton, there is currently limited provision for travel between settlements along the A14 corridor between Cambridge and Huntingdon by transport modes other than motor vehicle. Access to bus stops on the A14, between Swavesey and Girton, is difficult and hazardous.

6.7.4. As with the A14, the A1 within most of the scheme area is unsuitable for journeys on foot or by bicycle or horse. The exception is south Buckden junction where a cycleway is provided from the B1514 slip road alongside the southbound A1 into Buckden. There are some public rights of way which meet the A1 but from which journeys on foot or by bicycle are unlikely to be continued due to the inhospitable conditions of the dual carriageway trunk road.

6.7.5. The existing A14 within the scheme area has a range of crossing points, either as road bridges, most of which are part of the existing junctions, or as public rights of way that pass over or under the route. These all provide valuable points of access across the trunk road, which would otherwise present a barrier to pedestrian, cyclist and equestrian movement. However, many of the road bridges are too busy for many cyclists and horse riders to consider using and many do not have footways.

Main crossing points

6.7.6. The main crossing points on the A1 are:

- Grafham Road bridge (footway for pedestrians)
- Brampton Hut Interchange - The Brampton Hut interchange is light controlled. This allows some opportunity for pedestrians to cross but which is nevertheless inconvenient due to the number of slip roads to be crossed to get from one side of the A1 corridor to the other. There is no provision of footways.
- Buckden Road underpass - Although there is no footway provision along Buckden Road there is a footway through the underpass. Pedestrians have to walk on the road or the grassed verge. There is access to a Public Right of Way immediately to the west.

⁶¹ NMU surveys undertaken in May and June 2014, Highways Agency (2014)

6.7.7. The main crossing points on the existing A14 between Huntingdon and Cambridge are:

- Bridleway link from Little Stukeley to south of A14 spur.
- Cambridge Road (B1044) underpass north of Godmanchester - The Pathfinder Long Distance walk follows this route.
- Bucking Way Road Bridge - the bridge provides a link between the business park and Cambridge Services, and Bucking way Road links a number of villages and public rights of way north and south of the existing A14.
- The B1050 provides a link between Longstanton and the A14. With the A14 being accessed off Bar Hill junction. The current over bridge at Bar Hill junction does not offer a continuous route for NMU. Any cyclists, pedestrians or horse riders need to be on the road or walk along the soft verges if they want to cross between Bar Hill and the B1050 to Longstanton. Access across the A14 is poor at this location.
- Oakington Road and Dry Drayton Road - The Pathfinder long distance walk follows Oakington Road and Dry Drayton Road, crossing the A14 at Dry Drayton junction. As with Bar Hill junction, there is no special provision for NMU at the current Dry Drayton junction over bridge and so access is poor for NMU.
- Girton Road and Sustrans local route 24 - Girton Road links the southern and northern parts of Girton. These are separated by the A14 and linked via the Girton Road over-bridge. Girton Road Sustrans local cycle route (no. 24) runs from Huntingdon to join the cycle network in Cambridge. This is a regular route for cyclists and pedestrians travelling from Girton to Cambridge.
- B1049 at Histon junction - The B1049 links Impington and Histon with Cambridge. It crosses the A14 Cambridge Northern Bypass at Histon junction, which is a grade separated junction. Crossing points for pedestrians and cyclists have recently been provided across this junction where pelican crossing facilities are provided.
- Jane Coston Bridge – This is a cycle and footbridge over the A14 which links the village of Milton with the north of Cambridge. The bridge accommodates National Cycle Network Route 11 and also provides a link towards Milton Park.

Cycle routes

6.7.8. National Cycle Network routes 11, 12 and 51⁶² are within the area of the A14 Cambridge to Huntingdon Improvement Scheme and are described below. There are also local cycle routes within Huntingdon and Cambridge that coincide with the scheme area which are also included below.

- NCN 11 - This route runs through Cambridge and the west side of the river Cam. The route crosses under the existing A14 near to junction 34.

⁶² National Cycle Network Map available at <http://www.sustrans.org.uk/ncn/map/national-cycle-network/about-network>

- NCN 12 - follows this road across the A1, continuing up through Brampton and into Huntingdon and then northwards along Ermine Street towards St Neots and Peterborough.
- NCN 51 -The section of this route within the scheme area is the route from Huntingdon to Cambridge. The route passes through Huntingdon, Godmanchester, St Ives, Willingham, Cottenham, Histon and into the Kings Hedges area of Cambridge.

Distance walking trails

6.7.9. The Ouse Valley Way⁶³ is a long distance walking trail which follows the River Great Ouse from its source near Syresham in Northamptonshire to the tidal river at Kings Lynn, linking many towns and villages. The Ouse Valley Way crosses the existing A14 via an underpass near Godmanchester.

6.7.10. The Pathfinder Long Distance walk⁶⁴ is a long distance walk is a heritage trail in memory of the RAF Pathfinder Force and links up four airfields (Wyton, Graveley, Oakington and Warboys). In the vicinity of the proposed Huntingdon southern bypass the route comes off a public footpath, following Debden Top Farm access track before joining Silver Street into Godmanchester. It then crosses the A14 via the Cambridge Road (B1044) underpass north of Godmanchester before continuing northwards.

Table 11: Other Important Non-motorised user (NMU) routes in the area:

NMU route	Description / importance
Park Road (local road) and NCN Route 12 (combines route 51)	Park Road crosses the A1 using the existing Grafham Road Bridge and links Brampton to Grafham, approximately 3.5km to the west of the A1.
Buckden Road B1514 (local road)	Buckden Road (B1514) provides a link for traffic between Brampton and the A1. A cycleway is provided alongside the A1 south of Buckden junction and therefore this route provides a link between settlements such as Brampton and Buckden for cyclists, pedestrians and potentially, equestrians.
B1043 Offord Road (local road)	This road links villages such as Offord Cluny and Offord D'Arcy with Huntingdon.
A1198 Ermine Street	The A1198 has a junction with the existing A14 at Godmanchester. For any cyclists wanting to commute to and from Huntingdon and Papworth Everard and surrounding villages this would be the main route (approximately 9km) and any alternative routes would be substantially longer.
Bucking Way Road and minor road to Boxworth (High Street)	Cambridge Services is located at this junction on the west-bound side whilst there is a business park off the junction on the east-bound side. The junction bridge is likely to be used by workers in the Buckingway Business Park travelling to and from Cambridge Services, on the opposite side of the A14, for lunch. A new cycle route was provided from Swavesey over this bridge in spring

⁶³ Ouse Valley Way information, Huntingdonshire District Council website (2015) <http://www.huntingdonshire.gov.uk/Parks%20and%20Countryside/Pages/Ouse%20Valley%20Way.aspx>

⁶⁴ Cambridgeshire Rights of Way Improvement Plan, Cambridgeshire County Council (2005)

	2014 to improve access. On the basis that the bridge provides a link between the business park and Cambridge Services, and that Bucking Way Road links a number of villages and public rights of way north and south of the existing A14 this is a highly valued NMU route.
Bridleway Dry Drayton 12	Bridleway 12 follows a route northwards meeting the A14 between Hackers Fruit Farm and Cambridge Crematorium, which has a direct access onto the A14 but no crossing point of the A14. The bridleway provides a link to Madingley. This route provides the only access to the crematorium other than via the A14 itself.
Footpaths Madingley 3 and Girton 5 and 4	These footpaths combined provide one of the few routes across the Girton interchange area.
Bridleways Impington 6, Orchard Park 1 and Milton 6 and 7 – the Cambridgeshire Guided Busway	These bridleways follow the Cambridgeshire Guided Busway route which links Cambridge with Histon and Impington. It crosses the A14 via an under bridge and is well used by cyclists and pedestrians. It provides one of the few crossing points of the A14 Cambridge Northern Bypass.
Byways Milton 3 and Impington 3	This route is one of the few crossing points of the Cambridge Northern Bypass and provides a key link for NMU to the Cambridge Science Park, and other key employment areas around northern Cambridge.
Footpaths Huntingdon 10, 9 and 11	These footpaths provide a link between Huntingdon town centre, Views Commons, Hinchingsbrooke Country Park and recent development (business and residential) in Hinchingsbrooke near the Spittals interchange. These routes are all considered to be of very high sensitivity to disruption because of their importance as routes by school children, commuters and people moving around the Huntingdon community generally.
B1514 Brampton Road in Huntingdon, Hinchingsbrooke Park Road and Huntingdon West of town centre link road	This route links Brampton and the A14 with Huntingdon town centre. The presence of Hinchingsbrooke School 500m west of the A14 road viaduct means that high numbers of school children use this route. Other key facilities likely to generate journeys by NMU in the viaduct area are the Hinchingsbrooke Country Park (1km west of the viaduct), residential areas off Scholars Avenue (180m west) and Huntingdon rail station under the viaduct.
Huntingdon – footpaths Huntingdon 6 and 4 and cycle route and permissive path from Mill Common/Castle Moat Road junction to Huntingdon station.	This is a key NMU route to the railway station. Footpaths 6 and 4 are short routes along The Walks at Mill Common in Huntingdon. There is also a cycle route across Mill Common which provides a link between the Mill Common road (just off the Huntingdon ring road) and Huntingdon railway station.
Huntingdon (south of existing A14): footpaths Huntingdon 1,2, 35 and Brampton 12, 13 and 14	These footpaths offer key access to the countryside for residents in Huntingdon and a crossing point of the A14 (for which there is only one other practical alternative route across, near the railway station).
B1044 (The Avenue)	The B1044 (The Avenue) provides the main route suitable for NMU over the River Great Ouse in Huntingdon. This route provides the only direct route for NMU between Godmanchester and Huntingdon.
Rideaway and Moat's Way minor roads at Hemingford Abbots junction	Rideaway is a road that links Hemingford Abbots junction with Hemingford Abbots. Moat's Way, south of the A14 provides a route from Hemingford Abbots junction to some farms south of the A14. These routes provide the only route across the A14 for residents in farms south of the A14 wishing to access settlements to the north.
Bridleway Hemingford Grey 16 and Gore Tree Farm overbridge near Hemingford Grey	This route provides one of the few crossing points of the existing A14 suitable for NMU.
Hilton Road and underpass	Hilton Road links Hilton with Fenstanton. This route is one of the few dedicated NMU crossing points for the existing A14 within the study

	area, and it links two parts of a settlement otherwise severed by the A14.
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Bus travellers

6.7.11. The main local bus routes, other than those that use the Guided Busway, include nine services that follow the A14 between Huntingdon and Cambridge and/or connect villages along the A14 corridor. A number of other services operate within Huntingdon and between Huntingdon and other towns and villages.

6.7.12. There are currently bus stops on the A14 at Swavesey (by Buckingham Business Park), Robin's Lane, Lolworth and Cambridge Crematorium. Accessing these stops is difficult and hazardous as travellers using these stops are required to cross the A14. Whilst two of the stops can be accessed by over bridges, bus travellers have no choice but to cross the A14 carriageway to access the bus stops at Robin's Lane. There is no footway alongside the A14 requiring bus travellers to walk some distance (up to 1km) along grass verges, which is inconvenient and even impracticable for some people with push chairs or wheelchair users.

6.8.Floods and Water

6.8.1. Cambridgeshire spans two major river catchments which are, the River Great Ouse (including Key Tributaries such as the River Cam) and the River Welland. Rivers are categorised into main rivers and ordinary watercourses. Main rivers are usually large watercourses but also include smaller watercourses of strategic drainage importance.

6.8.2. There are a number of features related to flood risk, surface water and ground water within the local area along the existing A14 and the alignment of the new scheme. Flood risk has been identified at Brampton Brook (downstream of the A1) for the town of Brampton which is located downstream of the scheme. Properties at Offord Cluny and Godmanchester are currently at flood risk from the River Great Ouse. There is also risk from Oakington Brook. In 2012 the Washpit, a tributary of Beck Brook flooded dozens of houses at Girton⁶⁵.

Table 12: Watercourses in the scheme area

Watercourse	Designation	Description	Records of flooding
Alconbury Brook	Main River	A tributary of the Great Ouse. Extensive flood zone at this point with a number of lakes.	Flooded in March 1947, July 1968 and Easter 1998.
Cock Brook	IDB Drain	A tributary of the Alconbury Brook with a flood zone that	Flooded in July 1968 and Easter 1998.

⁶⁵ Flooding in Girton 2012 BBC news report July 2012, <http://www.bbc.co.uk/news/uk-18843479>

		crosses the A1.	
Ellington Brook	Main River	Main river upstream of the scheme. Flood zone is extensive and extends both sides of the A1.	Flooded in March 1947 and Easter 1998.
Brampton Brook	Main River	Tributaries lie to the west of the A1 and include Grafham Road Drain and IDB Drain No.1. The town of Brampton is located downstream of the scheme with a large number of properties within Flood Zone 3	Flooded in Easter 1998 to the east/downstream of the existing A1. Flooding also occurred east/downstream of the existing A1 to properties to the south of Centenary Way in Brampton in January 1998.
Grafham Road Drain	IDB Drain	Flows north-eastwards towards Brampton and joins the Brampton Brook to the east of Park Road in Brampton.	None on record
IDB Drain No.1	IDB Drain	Runs parallel to the west of the river Great Ouse toward Brampton. Flood levels are dominated by the Great Ouse.	None on record
Great Ouse	Main River	Major watercourse. There are properties upstream and downstream of the scheme within Flood Zone 3 at Offord Cluny and Godmanchester	River Great Ouse and its surrounding area have suffered flooding at numerous times including in 1947 and 1998.
West Brook (Hall Green Brook)	Main River	Majority of its tributaries are Award Drain. Properties located within flood zone upstream at Conington and downstream at Fenstanton	Significant flooding problems within the village of Hilton, notably the October 2001 event which caused inundation of some properties.
Oxholme Drain	Award Drain	Tributary of the River Great Ouse.	None on record
Covell's Drain	Award Drain	Rises as two branches. A tributary of the river Great Ouse. Flood zone merges with the flood zone for Oxholme Drain.	None on record
Swavesey Drain	IDB Drain	Tributary of the River Great Ouse.	None on record
Utton's Drove Drain	Award Drain	Tributary of the River Great Ouse.	None on record
Longstanton Brook	Award Drain	Tributary of the Swavesey Drain.	None on record
Oakington Brook	Award Drain	Upstream of the A14.	Flooding 1.8km north/downstream of the A14 in Oakington in May 1978 and Oct 2001
	Main River	Downstream of the A14 crossing.	None on record
Cottenham Lode/Beck Brook	Main River	Downstream of the A14. It is a tributary to the Oakington Brook	Flooding downstream of the A14 in Girton in May 1978 and October 2001.
	Award Drain	Upstream of the A14	None on record
Washpit Brook	Main River	Main River upstream of the A14. Downstream of the A14. Tributary of the Oakington Brook.	Flooding downstream of the A14 in Girton in May 1978 and October 2001 and June 2012.

Award Drains North of Cambridge	Award Drain	Award drains	None on record
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Table 13: Lakes and Ponds

Water feature	Use/Site protected under UK or EU legislation
Former Gravel Pits along the Ellington Brook and Alconbury Brook	Recreation and Fishing – including the lake within Hinchingbrooke Country Park
Brampton Ponds	Ponds
Grafham Road Drain Ponds	Ponds
Royal Society for the Protection of Birds (RSPB) Lakes at Fen Drayton	Local Nature Reserve
Former Gravel Pits along the River Great Ouse	Country Wildlife Site
Cawcutts Reservoir, Impington	Abstraction reservoir for food production
National Institute of Agricultural Botany	Abstraction reservoir for agricultural research site
Milton Country Park Lakes	Former gravel pits used for recreational and fishing

6.9. Minerals and Waste

6.9.1. Borrow pits arise where major proposals come forward e.g. for road improvements (A428, A14, A1, A47) or a bypass or major infrastructure project, and there is a source of aggregate in the immediate area. Permission has sometimes been given for a 'borrow pit' to supply a single project and for a temporary period only.

6.9.2. Six borrow pits are proposed to supply the scheme: three are consistent with site allocations in Minerals and Waste Plan⁶⁶, two partly within allocated sites and one is outside but adjacent.

6.9.3. The adopted Minerals and Waste Site Specific Proposals Plan⁶⁷ includes site profiles for each allocated borrow pit. The following information is drawn from these site profiles in the Plan:

Table 14: Borrow Pit site profiles:

Borrow Pit	Characteristics
<p>West of Brampton (Borrow Pit 1)</p> <p>This site is classified as an area of search for Sand and Gravel and has an estimated reserve of 1 million tonnes. The Borrow Pit site covers an area of 82.04 ha and is located in the Parish of Brampton.</p>	<ul style="list-style-type: none"> • Within Flood Zone 3 • Multiple public rights of way cross the site • Site is close to the Brampton Wood Site of Special Scientific Interest (SSSI) • High grade agricultural land (Grade 2) • Archaeologically sensitive site
<p>South West Brampton (Borrow Pit 2)</p> <p>This site is classified as an area of search for Sand</p>	<ul style="list-style-type: none"> • RAF Brampton adjoins the northeast side of the site • Within Flood Zone 3

⁶⁶ Cambridgeshire and Peterborough Minerals and Waste Plan, Cambridgeshire County Council (2012)

⁶⁷ Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals, Cambridgeshire County Council (2012)

<p>and Gravel and has an estimated reserve of 2 million tonnes. The Borrow Pit site covers an area of 53.3 ha and is located in the Parish of Brampton.</p>	<ul style="list-style-type: none"> • Close proximity to Grade II listed buildings and archaeological remains • High grade agricultural land (Grade 2) • Brampton Wood Site of Special Scientific Interest (SSSI lies to the west of the site)
<p>Galley Hill, Fenstanton Southern Site (Borrow Pit 3)</p> <p>This site is classified as an area of search for Sand and Gravel and has an estimated reserve of 0.1 million tonnes. The Borrow Pit site covers an area of 25.8 ha and is located in the Parish of Fenstanton and Hemingford Grey.</p>	<ul style="list-style-type: none"> • Adjacent to a County Wildlife Site • Access constraints, particularly at the roundabout junction with the A14 / A1196 – capacity and safety, especially at peak times • Within Flood Risk Zone 3 • The site is located in a landscape of high archaeological potential • Potential for protected species on site (otters and water voles)
<p>Oxholme Farm (Borrow Pit 3)</p> <p>This site is classified as an area of search for Sand and Gravel and has an estimated reserve of 1.5 million tonnes. The Borrow Pit site covers an area of 61.3 ha and is located in the Parish of Fenstanton.</p>	<ul style="list-style-type: none"> • Located within 1km of Hemingford Grey Meadow Site of Special Scientific Interest (SSSI), adjacent to Fenstanton Pits (West End Pits) County Wildlife Site, within 1km of Marsh Lane Gravel Pits and within 2 km of Low Road Meadows(West) • Agricultural land is identified as mostly Grade 2 • Within airfield safeguarding zone for RAF Wyton • Archaeologically sensitive site
<p>Brickyard Farm, Boxworth (Borrow Pit 5)</p> <p>This site is classified as an area of search for Clay and General Fill and has an estimated reserve of 75,000 m³. The Borrow Pit site covers an area of 104.6.8 ha and is located in the Parish of Boxworth (Conington (S), Swavesey, Fen Drayton & Lolworth are adjacent parishes).</p>	<ul style="list-style-type: none"> • Located along the route of the A14, south west of junction 28. Fronts two roads, A14 & a minor road • Intensively farmed arable land • High grade agricultural land (Grade 3)
<p>North Dry Drayton Junction, Slate Hall Farm (Borrow Pit 6)</p> <p>This site is classified as an area of search for Clay and General Fit and has an estimated reserve of 245,000 m³. The Borrow Pit site covers an area of 27.9 ha and is located in the Parish of Oakington & Westwick, Girton (adjacent to parish Dry Drayton).</p>	<ul style="list-style-type: none"> • Located to the north of the existing A14 route • Within airfield safeguarding zone for Cambridge Airport • Within area of intensively farmed open arable land • High grade agricultural land (Grade 2) • Site is located adjacent to the line of the road linking the Roman towns of Cambridge and Godmanchester, there is high potential for prehistoric and Roman agriculture and settlement in the area
<p>North Junction 14, Grange Farm (Borrow Pit 6)</p> <p>This site is classified as an area of search for Clay and has an estimated reserve of 125,000 m³. The Borrow Pit site covers an area of 35.8 ha and is located in the Parish of Girton.</p>	<ul style="list-style-type: none"> • Located north of the existing A14 route • Within airfield safeguarding zone for Cambridge Airport • High grade agricultural Land (Grade 2) • Within 4 km of Madingley Wood Site of Special Scientific Interest (SSSI), 700 metres of Madingley Brick pits, County Wildlife Site
<p>Weybridge Farm, Alconbury (Borrow Pit 7)</p>	<ul style="list-style-type: none"> • Former borrow pit site for previous A14 / A1 improvement

<p>This site is classified as an area of search for sand and gravel and has an estimated reserve of 0.2 million tonnes. The Borrow Pit site covers an area of 16.3 ha and is located in the Parish of Alconbury within the District of Huntingdonshire.</p>	<ul style="list-style-type: none"> • Close to listed buildings • Within Flood Zones 2 and 3 • Situated above a minor aquifer • Archaeologically sensitive site • Brampton Wood Site of Special Scientific Interest (SSSI) lies to the south of the site
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Contaminated Land

6.9.4. Sites with potentially contaminative land use and potential to significantly affect the scheme or be impacted by the scheme include⁶⁸:

- Former Buckden fuel depot, which is located to the east of Brampton Road
- Buckden South landfill, which is a closed landfill site within 10m of the alignment between Brampton Road and the East Coast Main Line railway.
- Buckden North landfill
- Milton landfill, which comprises a permitted landfill (partially restored in the area of the scheme) to the north of the existing A14 at the far eastern end of the scheme.

Summary of existing and historic mineral extraction, workings and restoration

6.9.5. There are no significant geologically important sites within 500m of the scheme area. However there are existing contaminated sites within the area including Buckden Fuel depot, Buckden South landfill, Buckden North landfill and Milton landfill⁶⁹.

Buckden Fuel Depot

6.9.6. This is a former fuel depot located to the west of Buckden South landfill.

Buckden North landfill

6.9.7. Buckden North landfill is a permitted, operational landfill although some areas have been filled and restored. Cells 1 to 3 in the south-western-most portion of the landfill, which are close to the scheme, were filled using inert waste only to minimise risks to nearby residential homes. Cells 4 to 6, which are along the western boundary of the landfill, were also filled and restored although the waste deposited potentially included household, industrial, liquids, contaminated soils, construction waste and clinical waste.

⁶⁸ “What’s in your backyard” –Environment Agency website (2015) <http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683&y=355134&scale=1&layerGroups=default&ep=map&textonly=off&lang=en&topic=waste>

⁶⁹ “What’s in your backyard” –Environment Agency website (2015) <http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683&y=355134&scale=1&layerGroups=default&ep=map&textonly=off&lang=en&topic=waste>

Buckden South landfill

6.9.8. This is a historic landfill site. The last waste was accepted in 1994. Prior to being used for landfill the site was used for gravel extraction. The scheme does not extend within the landfill boundary and the site's containment infrastructure would not be impacted.

Milton landfill

6.9.9. Milton landfill is at the far eastern end of the scheme situated approximately 1km west of the village of Milton and 3km north of the centre of Cambridge. Developed within a number of disused clay pits excavated during the 1970's, the site has received waste since the 1980's. Both hazardous and non-hazardous waste was accepted at Milton up to 2004 and non-hazardous waste thereafter.

Conington landfill

6.9.10. Conington landfill site is a historic landfill which accepted inert, industrial, commercial, household and special waste, and liquid sludge. Available information indicates that concrete wastes and blue asbestos contaminated soil were also accepted. No active control measures are understood to be in place for leachate or landfill gas though passive gas venting continues at the site. The site is located 50 metres from the nearest works of the scheme.

7. Local Transport Patterns and Issues

7.1. This chapter describes the local transport patterns and issues on the local roads / routes in the vicinity of the existing A14 and on the A14 itself. It identifies the main routes used by car drivers, buses and freight carriers as well as non-motorised users in the local area. The chapter also identifies the existing issues on local routes for people travelling on these routes.

[The A14 between Cambridge and Huntingdon]

Capacity for motor vehicles including HGVs

7.1.1. The section of the A14 trunk road between Cambridge and Huntingdon is well known for congestion and delays. Improved to dual-carriageway standard more than three decades ago, the road was not designed to accommodate the daily volume of traffic that now uses it. Up to 85,000 vehicles currently use the road every day and a large number of heavy goods vehicles (HGVs) rely on this important strategic route⁷⁰. Road users regularly experience long delays and unpredictable journey times on this section of road and there are safety concerns due to the volume and density of traffic. The effective capacity of the existing A14 is limited by a number of factors, including:

- the high percentage of HGVs (up to 26% compared against a national average of 13%), which take up more road space than other vehicles;
- the number of roads with direct access to the A14, which results in conflicts as traffic enters and leaves the main carriageway; and
- major junctions along the route with significant volumes of joining and exiting traffic which result in weaving between lanes, reducing effective capacity and causing knock-on delays.

7.1.2. Congestion on the A14 trunk road has already become a constraint to housing and employment growth in the Cambridge and Huntingdon area. Local and regional businesses need access to a large and diverse labour market, requiring many people to commute into and out of the area each day. The quality of life for those who live in and between Cambridge and Huntingdon is diminished by congestion, primarily on the A14, which can cause driver stress and can contribute to other factors affecting wellbeing, safety and health. Without improvement, the situation is expected to get worse.

Other modes

7.1.3. There are several locations along the A14 where local roads, bridleways or footpaths join the A14, however these connections are not widely used other than by motor vehicles. With the exception of the Cambridgeshire Guided Busway north of Swavesey and Longstanton, there is currently limited public transport provision for travel

⁷⁰ Annual Traffic Monitoring Report 2013, Cambridgeshire County Council (2014)

between settlements along the A14 corridor between Cambridge and Huntingdon by transport modes other than motor vehicle. Access to bus stops on the A14, between Swavesey and Girton, is difficult and hazardous. There is a network of public rights of way throughout the area⁷¹ but historic works to the A1 and A14 have truncated some routes with many public rights of way now terminating at the existing trunk roads and with no means to extend walking, cycling or equestrian journeys.

Roads in the vicinity of the A14

7.1.4. This section reviews the existing conditions for all modes of transport on roads connecting to or impacted by the existing A14.

Other Strategic Roads

A1 (M)

7.1.5. The existing A1 (M) extends south as far as Alconbury and then becomes a dual two-lane carriageway all-purpose road down to Buckden with minor junctions at Woolley Road and Brampton Road and grade separated junctions at Alconbury (B1043), Brampton Hut (with the A14) and Brampton / Buckden (B1514).

7.1.6. According to the Transport Assessment submitted as part of the DCO⁷², traffic flows on the A1 (M) are around 31,900 vehicles per day to the north of Brampton Hut and 34,700 vehicles per day to the south.

A428

7.1.7. The A428 to the east of Caxton Gibbet carries around 33,300 vehicles per day⁸⁷. The stretch of the A428 Caxton Gibbet to St Neots' Black Cat roundabout, regularly experiences severe traffic delays and results in rat running through neighbouring towns and villages.

7.1.8. In December 2014, the Government announced that the A428 would become dual carriageway between the Caxton Gibbet roundabout and the A1⁷³ as part of the Road Investment Strategy programme within the next 5 years.

Local Roads around Huntingdon

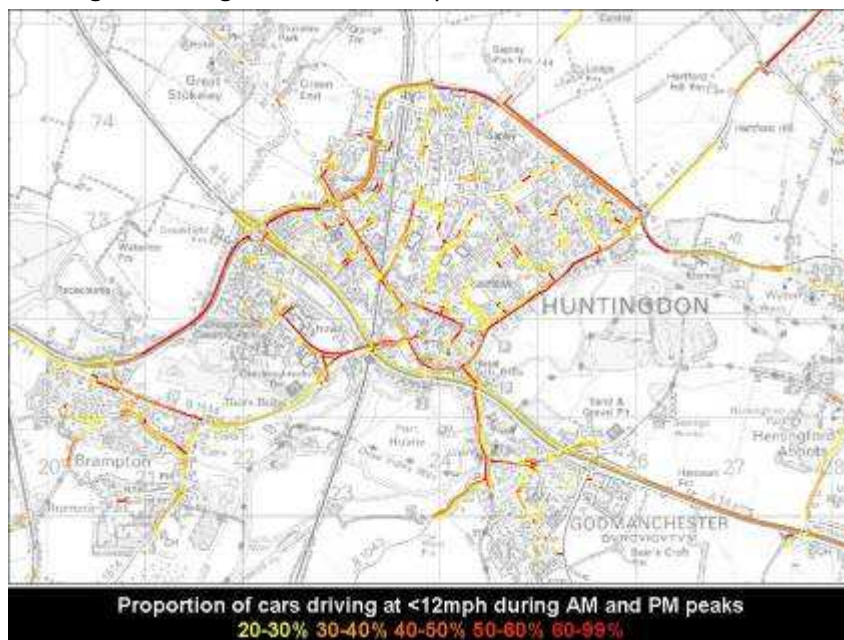
7.1.9. Huntingdon and the surrounding area suffers from heavy traffic flows, especially during peak hours, as shown in the figures below. While this is not uncommon for a busy market town it is considered that these are greatly affected by current A14 issues and traffic avoiding the route, especially Spittals Interchange, J23.

⁷¹ Rights of Way Improvement Plan, Cambridgeshire County Council (2005)

⁷² Chapter 7.2 Transport Assessment, A14 Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

⁷³ "Major roads investment in the east of England" (2014) <https://www.gov.uk/government/news/major-roads-investment-in-the-east-of-england>

7.1.10. The figure below illustrates the main areas which suffer from congestion in Huntingdon during the AM and PM peaks.



7.1.11. The data gathering survey undertaken to inform the Huntingdon and Godmanchester Market Town Transport Strategy (MTTS) reported that 72% of residents regularly experience ‘significant delay’ when driving around Huntingdon and Godmanchester⁷⁴. Access into Huntingdon from the A14 is either through Brampton village, accessed from Junction 22, the Northern Bypass, accessed via Spittals Interchange, or Godmanchester, accessed from Junction 24.

7.1.12. Respondents in the data gathering survey complained of Godmanchester being used as a shortcut for the A14 and residential routes used as rat runs. In 2012, an average of 2,000 more cars accessed and exited Huntingdon via Godmanchester than the number which used Spittals Interchange (for Ermine St) as an entrance/exit point.

7.1.13. To the north of Huntingdon, the A141 is a single two-lane road currently carrying around 28,300 vehicles per day. The road has seen a 15% increase in traffic flow over the past ten years⁷⁵. The A141 bypasses the centre of Huntingdon from where traffic can then carry on north-east on the A141 or to the A1123 through Houghton, Wyton and onwards to St Ives. Traffic bound for Cambridge can then re-join the A14 at junction 26 using the A1096. Traffic count data shows that around 14,237 vehicles use the A1096 per day⁸⁹.

7.1.14. The B1090 links from the A1 (M) north of Alconbury, meeting the A141 near Harford and joining with the A1123 at St Ives. It is possible that traffic uses this route from the

⁷⁴ Huntingdonshire and Godmanchester Market Town Transport Strategy (MTTS), Cambridgeshire County Council (2014)

⁷⁵ Annual Traffic Monitoring Report 2013, Cambridgeshire County Council (2014)

A1 (M) to bypass the A14 at Huntingdon and join the A14 again at junction 26 using the A1096.

7.1.15. The B1514 Thrapston Road / Huntingdon Road / Brampton Road provides a route for traffic into Huntingdon from Brampton, Buckden and the A14 via the Racecourse junction. Currently around 13,669 (2013) vehicles per day use the B1514.

7.1.16. The A1198 Ermine Street provides a north-south route from the grade separated junction with the A14 at Godmanchester, south of Papworth, linking the A428 at Caxton Gibbet and continuing south.

7.1.17. The B1044 /43 is a road connecting Huntingdon to St Neots and the A428. The B1043 runs through Godmanchester, the Offords and Great Paxton.

Local Roads between Huntingdon and Cambridge

7.1.18. As described, the A1123 links Huntingdon with Wyton and St Ives. The latest traffic count data indicates that 16,822 vehicles use the road per day (2013).

7.1.19. The A1198 is a north south connection between the A14 and A428. It connects with the A14 at junction 24 at Godmanchester and links with Graveley Way, near Hilton before running on a bypass around Papworth Everard and meeting the Caxton Gibbet Roundabout at the A428. Traffic flows on the A1198 to the west of Hilton are around 11,100 vehicles per day.

7.1.20. The B1040 connects the A428 to the A14 running through the village of Hilton. Strategic traffic uses the B1040 to reach the A428 and avoid congestion on the A14. However this road was not designed for strategic traffic and there is local pressure to introduce a 24 hour HGV weight limit on this road.

7.1.21. The villages of Over and Swavesey are connected to the A14 via the Bucking Way Road junction with A14. The B1050 connects Willingham, Longstanton and the Bar Hill Junction of the A14. Around 10,408 vehicles use this road per day (2010).

7.1.22. Cottenham and Dry Drayton to the north of the A14 use Dry Drayton Road to access the A14 and residents of Dry Drayton use Oakington Road, south of the A14 to access it. Traffic can carry on through Dry Drayton, along Scotland Road to access the A428.

Local Roads around Cambridge

7.1.23. Huntingdon Road meets the A14 between the Cambridge Crematorium and the Girton Interchange. Huntingdon Road leads into the City Centre.

Traffic from Madingley can currently access the A14 westbound from The Avenue (there is no east-bound access) which links southwards down to the A428.

7.1.24. The B1049 is the radial route from Histon and Impington into central Cambridge via the Histon Interchange of the A14. It is also used by traffic from the north avoiding Milton Road. Approximately 19649 vehicles use the B1049 per day (2011).

7.1.25. The A10 carries traffic from the north of Cambridge into the city centre via the A14 Milton roundabout. The A10 has experienced a 14% increase in traffic flow over the last 10 years⁷⁶.

Impact of strategic developments on existing traffic conditions

7.1.26. Major strategic developments are discussed in detail in Chapter 5.

8. With Scheme Traffic Conditions

Impact of the A14 Cambridge to Huntingdon Improvement scheme on traffic conditions⁷⁷

Table 1 – Traffic flow on the trunk road elements in **2035** are currently forecast to be:

Location	Without A14	With A14	Change
A1 Alconbury to Brampton Hut	52,100	81,500	+56%
A14 West of Brampton	-	49,000	
A1 West of Brampton	51,500	92,000	+84%
A14 North of Brampton	63,900	18,000	-72%
A14 Through Huntingdon	90,500	28,500	-69%
A14 Huntingdon Southern Bypass	-	95,500	
A14 Swavesey to Bar Hill	93,400	112,300	+20%
A14 Bar Hill to Girton	110,700	135,900	+23%
A14 Histon to Milton	86,600	104,900	+21%

⁷⁷ Chapter 7.2 Transport Assessment, A14 Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

Table 2 Traffic flow on local roads in 2035 currently forecast to be:

Location	Change
B1514 Thrapston Road	-60%
B1514 Buckden Road	-20%
A1123 Houghton Road, St Ives	-5%
A1123 Station Road, Earith	-5%
B1050 Station Road, Willingham	+15%
B1040 Potton Road (north of Hilton)	0%
Elsworth Road, Conington	-10%
High Street, Boxworth	-5%
Scotland Road, Dry Drayton	+35%**
A1303 Madingley Road, Cambridge	-10%
Cambridge Road, Girton	-15%
A1307 Huntingdon Road, Girton	+5%
B1049 Histon Road, Cambridge	+5%
Bridge Road, Histon	-5%
A1309 Milton Road, Cambridge	+5%

** Includes traffic routing from A428 to Northstowe

8.1.1. The improvement scheme is demonstrating more general positive benefits not only to strategic traffic but also to local traffic movement. This relates to the fact that with improved traffic capacity and resilience to incidents for the A14 itself, the tendency for traffic to avoid the A14 and rat run on unsuitable local roads will be substantially reduced. It is important to clarify that in table 1, the changes between the 'do nothing' and 'do something' include Northstowe only in the latter one. This is recognising that this key development could not be fully built out without the additional capacity on the A14, and as such planned growth in general could well be slower and more constrained.

8.1.2. Another impact is that the strategic traffic stays on the A14 for longer. This means that for some local routes there will be some local reassigning. For example the increase on Huntingdon Road in Cambridge is considered to be due to traffic staying on the A14 for

longer, and no longer routing through Madingley Road, Oakington, Girton, or Histon to avoid congestion on the A14. The increase is measured immediately south of the A14. Indeed analysis done to date is showing that the 24% headline increase is due to reassignment. However, south of Girton this is only a 5% increase.

8.1.3. Updates to the model are planned to take account of the latest 2015 forecasts, and also to reflect the results of the work being undertaken with local partners on modelling local impacts. However, sensitivity tests are showing limited impacts on forecasts. Therefore it is considered unlikely that the work underway will require changes in the final traffic forecasts, the environmental assessment, or scheme proposals. However work is underway and a detailed submission will be made to PINS once completed.

8.1.4. In addition, HE have agreed to post opening monitoring and the funding of minor works such as traffic calming should there be a significant increase in traffic above that predicted

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9. Local Impacts

This Section identifies the local impacts for the local area during construction and operation of the scheme. The impacts are categorised as occurring during construction or during operation of the scheme. The section draws upon the impacts already identified by the Applicant and highlights where impacts are of particular importance to the local authorities or where impacts have not been classified as significantly as the local authorities feel they should be. The impacts are assessed in terms of positive and negative for the local area and missed opportunities are identified where the Applicant could enhance the positive impacts or reduce the negative impacts of the scheme.

9.1. Landscape and Visual Impact

Positive impacts

During operation

Extensive areas of mitigation planting and ecological planting

9.1.1. Extensive areas of mitigation planting and ecological planting would be established in certain areas and would enhance landscape character and provide landscape pattern and structure in the longer term. More details are included in Chapter 9.3 Ecology.

[Huntingdonshire]

Removal of A14 Viaduct, Huntingdon

9.1.2. The removal of the A14 viaduct within Huntingdon would significantly enhance the quality of the local townscape.

9.1.3. In the area of Huntingdon Rail Station there would be localised direct benefits from the removal of the existing A14 viaduct, embankment and sign gantries. There would be benefits particularly for the landform and scale of the landscape in and around the station and along Brampton Road and the nearby parts of the historic grazing land at Mill Common and Views Common.

9.1.4. The removal of prominent and uncharacteristic elements of the existing landscape would be a major beneficial impact on this area from the year of opening in 2020. This would allow some sense of quality to be restored, which would fit well with the landform, scale and pattern of the landscape with large beneficial effects.

9.1.5. In addition to the above effects the scheme is likely to lead to reductions in traffic level on the Huntingdon inner ring road, especially along Nursery Road, Riverside Road and Castle Moat Road, as well as along George Street and on both road bridges over the

River Great Ouse, including the historic Town Bridge⁷⁸. There would be potentially positive effects in the older and narrower streets, such as George Street, or where open spaces meet the road, such as the Town Park on Nursery Road, Riverside park adjacent the River Great Ouse and the adjacent open space area by the Old Bridge Hotel and Huntingdon Castle.

9.1.6. The removal of the existing A14 viaduct would remove a locally dominant structure in views across the commons and from the south-west, and would cause a number of positive visual effects. In particular, there would be localised visual effects of very large positive impact for users of footpath Huntingdon 10 where it currently passes beneath the viaduct and on views from Huntingdon Station.

Reduction in views of highways infrastructure and traffic in some areas

9.1.7. The extent of some existing views of highway infrastructure and traffic flow is likely to be reduced with environmental bunds, noise barriers and mitigation planting (once it is established). There would also be a reduction in views of traffic along sections of de-trunked A14 and other local roads.

9.1.8. It is predicted that there would be a significant reduction in traffic flow along the de-trunked A14 and a substantial reduction in lorry traffic⁷⁹, which would potentially cause beneficial effects on the landscape character as well as on views from the East Flowing Ouse Valley Floodplain.

9.1.9. It is predicted that there would be a significant reduction in traffic flow within Godmanchester, as well as along the existing A14 to the north and the A1198 to the east. The principal benefits would be along The Avenue, Post Street and Cambridge Street. Traffic currently has a strong influence on the perception and enjoyment of these urban spaces and the predicted reductions in traffic would potentially cause beneficial positive effects on the landscape character as well as on views from within the area.

Lighting design will minimise light pollution

9.1.10. Whilst the detailed lighting design is currently being developed and therefore the actual extent of new lighting is not yet confirmed, the ES states that lighting design will aim to minimise light pollution which can cause sky glow, glare and light trespass. It is understood that the mainline A14 will generally not be lit except, for safety and journey continuity reasons, at junctions and areas where there is likely to be a significant amount of traffic weaving due to concentration of heavy goods vehicles or a high proportion of NMUs.

⁷⁸ Chapter 7.2 Transport Assessment, A14 Cambridge to Huntingdon Improvement Scheme, Development Consent Order Submission (2014)

⁷⁹ Chapter 7.2 Transport Assessment, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

9.1.11. The impact of lighting on landscape (visual) and flora and fauna has been considered and mitigation and measures have been included to minimise the impacts of lighting on bats and other wildlife, including the use of directional lighting and reducing light levels.

Negative impacts

During construction

Removal of trees and vegetation

9.1.12. There will be vegetation removal including some trees with Tree Protection Order (TPO) status along sections of highway to be widened, within the soft estate along the offline section of the scheme, in the vicinity of borrow pits and within Huntingdon⁸⁰. Loss of vegetation would cause landscape effects during construction and would also be permanent, although proposed planting would help to restore the landscape fabric in the long term (from 15 years post planting - 2035). The following areas would be affected by a loss of trees:

[Huntingdonshire]

- In Huntingdon a number of individual trees and groups of trees are protected by TPOs, and the full extent of the scheme proposals in the town also fall within the Huntingdon Conservation Area. Trees that would be removed by the scheme include: trees in the historic shelterbelt along the south-west side of Views Common which would be punctured by the proposed Views Common Link; trees along Hinchibrooke Park Road at the junction of this road and the proposed Views Common Link; trees at the junction of Hinchibrooke Park Road and Brampton Road; trees in the station car park and dense woodland vegetation on the existing A14 embankments. Some trees and part of the historic open space and grazing land at Mill Common would be lost at the proposed Pathfinder Link off the detrunked A14 west of the Old Bridge Hotel and Huntingdon Castle.
- Brampton Road, Buckden: A middle-aged oak subject to TPO just off Brampton Road near to Buckden landfill site would be removed to construct the southern A14 embankment.
- South of Wood Green Animal Shelter east of Ermine Street: the scheme would sever a belt of mostly oak trees that are subject to a group TPO.

[South Cambridgeshire]

⁸⁰ Chapter 10 Landscape, 6.1 Environmental Statement, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

- North-east of Lolworth and Grange Farm, South Cambridgeshire: Removal of the periphery of a substantial tree and shrub belt covered by a TPO.
- Northern periphery of Menzies Golf Club: A section of trees designated as TPO.
- A mature oak south of the A14 and west of The Avenue, Madingley, would be removed at the foot of the proposed embankment.
- Part of a group TPO on the edge of Girton College grounds along Huntingdon Road would be removed, along with one TPO tree west of Girton Road.

There are also various other locations where there would be significant loss of existing vegetation, which would change the landscape pattern. The principal areas of vegetation loss would be:

[Huntingdonshire]

- Along the east side of the A1 near Brampton, the existing intermittent hedgerow would be removed over a distance of about 1.4km, in order to accommodate the proposed environmental bund. This includes scattered oak and ash trees and some lengths of more substantial hedgerow.
- The proposed viaduct and embankment across the River Great Ouse floodplain would remove areas of floodplain grassland, tree and shrub field boundaries, including some willows on the edges of the flooded gravel workings, and there would be some minor loss and disturbance to parts of the County Wildlife Site water meadows.
- Several lengths of native hedgerow field boundaries and parts of small copses would be removed to accommodate the scheme between Brampton interchange and Offord Road.
- The existing native hedgerows along B1040 Potton Road and Hilton Road would have lengths removed as the scheme passes through them.

[South Cambridgeshire]

- A significant amount of vegetation would be removed to accommodate the expanded Swavesey junction including a large proportion of 'Down Spinney'.
- Existing highway and amenity planting would be removed to accommodate the proposed junction improvements at Bar Hill.
- Vegetation would be removed along the northern periphery of Menzies Golf Club, which currently provides visual screening of the existing A14 and traffic flow from the golf course.
- A large amount of vegetation would be removed to accommodate the expanded Girton interchange, including 'Bulls Close' woodland block. Almost all of the existing

intermittent vegetation along the embankment slopes of the A14 Cambridge Northern Bypass would need to be removed to accommodate the widening.

Some discontinuous hedgerows would be removed within the borrow pits, but significant hedgerow and copse features within the borrow pits would be retained.

During construction

*Disruption to landform – creation of Local Access Road, bunds / excavation of borrow pits*⁸¹

[Huntingdonshire]

9.1.13. Much of the construction activity and excavation of drainage lagoons would be focussed along the existing A1 corridor. However construction of the local access road to Ellington junction, excavation of the borrow pit north of the existing A14, and the movement of heavy plant along the haul route (existing track) from Woolley Road to the borrow pit would cause noticeable damage to landscape character, mainly in the Ellington Brook Farmland Landscape Character Area (LCA).

9.1.14. There would be significant disruption to the landscape during construction, with extensive excavation of borrow pits and construction of major new infrastructure at Ellington junction and Brampton interchange. Although haul routes would generally be in close proximity to the existing infrastructure and the new alignment, there would be numerous soil storage areas and compound sites within this landscape character area.

9.1.15. West of Brampton, the scheme would substantially widen the footprint of the existing highway network, increasing its urbanising and enclosing influence on the landscape. The scheme would introduce new elevated sections of highway infrastructure to the landscape, including the new Ellington junction, the A1 Brampton interchange bridge west of Brampton and bridges at Brampton Hut interchange.

9.1.16. Extensive borrow pits filled with water west of the A1 and between RAF Brampton and Brampton interchange would significantly change the character of the currently arable landscape.

9.1.17. During construction there would be major disruption to a large part of the Brampton Farmland landscape character area, with major earthworks and construction, haul routes and the presence of heavy plant.

9.1.18. The scheme would introduce a sequence of new embankments, the river Great Ouse viaduct and the East Coast mainline bridge along the line of the new A14 as it cuts across the North Flowing Ouse Valley Floodplain landscape character area. To the west of the river, the new earthworks would be close to the southern edge of the raised landform of Buckden landfill and would continue across an area previously excavated

⁸¹ Chapter 10 Landscape, A14 Cambridge to Huntingdon Improvement Scheme, 6.1 Environmental Statement, DCO submission, Highways Agency (2014)

9.1.19. for gravel. To the east of the river, the scheme would cross the floodplain on a double viaduct, supported by an island embankment with raised drainage attenuation pond, before continuing to a further embankment and bridge over the East Coast mainline railway and its raised power supply. The impact on landscape character and visual amenity would be very large and adverse and would be exacerbated by the fact that the embankments and bridges are at right angles to the south / north alignment of the broad river valley, creating an unnatural pinch point.

9.1.20. During works associated with the removal of Huntingdon Viaduct, there would be large scale damage to the existing character of Views Common during the construction of the Views Common roundabout and Link Road and the removal of a substantial section of the existing A14 embankment within the Common. The character of Mill Common would be similarly affected through the construction of the Pathfinder Link and works to the de-trunked section of the A14, although much of existing vegetation along the existing route will be retained. Construction activity around the Commons would also affect the setting of nearby listed buildings and the Huntingdon Conservation Area.

9.1.21. Construction traffic would be restricted to existing highways and the scheme footprint. Soil storage areas would be situated at intervals along the scheme alignment, with particularly extensive areas and a site compound concentrated around Ermine Street junction. These features in addition to construction activity and major earthworks for the construction of over bridges and environmental bunds would cause large scale damage to the existing landscape character.

9.1.22. Extensive excavation of the borrow pit north of the offline section between Potton Road and Fenstanton Road, along with several soil storage areas and major earthworks for the construction of over bridges would cause large scale damage to character in the Hilton Road Farmland LCA.

[South Cambridgeshire]

9.1.23. During construction there would be haul routes operating north and south of the existing A14 and parallel with a local road to Boxworth, along with large site compounds south of Swavesey junction and several soil storage areas at junctions. These features in addition to construction activity and major earthworks for the construction of major junctions at Swavesey and Bar Hill and Robins Lane Bridge would collectively cause large scale damage to the existing landscape character.

9.1.24. A Soil storage area and site compound would be located either side of The Avenue, south of the local access road alignment, and haul routes would run both sides of the alignment of the new A14 westbound link. Major earthworks would be necessary to construct highway embankments, especially the new A14 westbound link, and several areas of excavation would be necessary to implement the drainage lagoons.

9.1.25. East of Dry Drayton Road and towards Girton there would be extensive excavation of a borrow pit and drainage lagoons during construction, along with a soil storage area south-east of Dry Drayton Road.

9.1.26. The extensive water filled cavity of the borrow pit would be at odds with the surrounding agricultural landscape, and additional gantries and lighting at Girton interchange would slightly intensify the prominence of highway infrastructure.

Views of heavy construction plant and materials, major earthworks and temporary traffic management, signage and lighting

9.1.27. There would be a negative impact during construction as a result of views of temporary traffic management, signage and lighting; large scale plant such as cranes etc. involved in the demolition of the A14 viaduct in Huntingdon and for the construction of major over-bridges and junctions.

9.1.28. The most significant negative visual effects during construction would affect the following areas⁸²:

[Huntingdonshire]

- Some residential properties on the western periphery of Brampton
- Footpath Brampton 15
- Realigned bridleway Brampton 19
- Brampton Lodge Farm, Brampton
- Some residential properties on the southern edge of RAF Brampton
- Footpath Brampton 3
- Bridleway Hemingford Abbots 10
- Bridleway Hemingford Grey 13/bridleway Hemingford Abbots 9 (Mere Way)
- Footpath Buckden 13, Ouse Valley Way
- Bridleway Godmanchester 1, Pathfinder Way
- Footpath Hemingford Grey 10

During operation

Introduction of highways infrastructure and associated impacts of traffic

[Huntingdonshire]

9.1.29. There would be negative impacts on Hinchingsbrooke and Central Part of Views Common from the addition of the Views Common roundabout, which would be elevated on embankment and include lighting in a previously unlit area, and the Views Common Link (which is unlit). The new roundabout and link road would be at odds with the scale, appearance and cultural aspects of the landscape and adversely affect historic landscape patterns.

⁸² Chapter 10 Landscape, 6.1 Environmental Statement, A14 Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

9.1.30. There would be negative impacts on Hinchingsbrooke and central part of Views Common resulting from the addition of the Views Common roundabout, which would be elevated on embankment and include lighting in a previously unlit area, and the Views Common Link (which is unlit). The new roundabout and link road would be at odds with the scale, appearance and cultural aspects of the landscape and adversely affect historic landscape patterns.

9.1.31. During operation there will be negative impacts on landscape character and particularly on visual amenity at areas around Brampton Hut, west of Brampton, south west of Brampton, the Ouse Valley crossing, and effectively at all other off line sections of the new road as it traverses existing, mainly open, agricultural land. Impacts will also result from acoustic barriers and noise bunds. All these impacts will be reduced as mitigation planting matures, and begins to fulfil its screening and integrating roles.

[South Cambridgeshire]

9.1.32. The Local Access Road to the south of Cambridge Crematorium would detract from the rural character and affect field boundary pattern, numerous drainage lagoons would form uncharacteristic elements within the landscape, and the new A14 westbound link would be raised on a wide embankment. Numerous bridges, additional lighting, signage and gantries would intensify the presence of highway infrastructure.

9.1.33. Noise barriers will also have an adverse visual and landscape impact on the landscape. Significant stretches of the new road will be contained by noise barriers blocking views to the wider landscape and replacing areas of planting removed during road widening.

Negative visual effects during operation

9.1.34. Following construction the most significant negative visual effects following construction would be on views from the following locations:

[South Cambridgeshire]

- Noon Folly Farm from where there would be clear views of the local access road and expanded Bar Hill junction;
- Users of bridleway Longstanton 10 from where there would be foreground views of local access road, elevated NMU bridge and enlarged Bar Hill junction;
- Users of bridleway Dry Drayton 12 and footpath Girton 8 from where there would be foreground views of traffic on the local access road.

New areas of Lighting

9.1.35. New areas of highway lighting and a summary of visual impacts are as follows:

[Huntingdonshire]

9.1.36. The proposed lighting at A1198 Ermine Street junction would have a negative impact on Depden Farm and Beaconsfield Equine Centre and Wood Green Animal Shelter to the north of the scheme and Depden Lodge Farm to the south. Users of Bridleway Hemingford Abbots 10 to the south would also be affected

9.1.37. There would be extended areas of highway lighting which would have negative impacts in the following locations:

- New Ellington junction to Brampton Interchange and bridge over Buckden Road
- Views Common roundabout
- Pathfinder Link and Mill Common
- Ermine Street junction

9.1.38. Brampton Hut junction and the adjacent roadside services are already lit, so the Ellington junction lighting and new lighting on the link to Brampton Hut junction would extend the lighting to the west. This would increase the existing negative impact of lighting on nearby properties to the south of Ellington junction and, more distantly, to the north. Views Common, Pathfinder Link and Mill Common are all within historic open spaces but in an urban environment, which reduces the negative impact of the lighting when compared to the existing situation. Ermine Street junction is in a rural setting and lighting will have an urbanising effect and negative impact.

[South Cambridgeshire]

9.1.39. Swavesey junction is already lit, but the scheme would increase the lit area on both sides of the A14, and there would also be lighting on Swavesey NMU bridge. There would be a negative visual impact on the nearby farms and businesses.

9.1.40. Bar Hill junction is already lit, but the scheme would extend the lit area, and there would also be lighting on Bar Hill NMU bridge. This would have a negative visual impact on properties in Bar Hill and on the nearby farms and businesses to the north.

9.1.41. The changes to and expansion of Girton interchange would require the existing lighting to be replaced and new lighting to be added to the additional links. This would significantly increase the extent and quantity of highway lighting and would have a negative impact on properties close to the interchange, particularly on properties on the edge of Girton, as well as on Public rights of ways to the north and south.

Missed opportunities

Creation of a positive recreation and ecological resource at the borrow pit areas

9.1.42. The lack of 10 year aftercare management schemes for the several borrow pits associated with the project means that there is no guarantee that a beneficial after use

would be achieved. Landscape character and landscape amenity could be degraded as a result.

Assessment of impact of artificial lighting

9.1.43. An assessment of the impact of artificial lighting on people and their living conditions, particularly in residential areas close to junctions would determine impacts on health and quality of life.

9.1.44. It is likely to be most relevant when there is a potential to have an adverse impact on a considerable number of sensitive receptors in close proximity to lighted sections / junctions of the A14 and in particular any existing and proposed residential properties e.g. at Orchard Park.

9.1.45. As minimum there should be a commitment to ensure that artificial lighting will be installed having due regard to national and industry best practice guidance and standards including the Institute of Lighting Professional (ILP) Guidance Notes for Reduction of Obtrusive Light GN01:2011.

Summary

9.1.46. In summary there are likely to be positive impacts post construction from extensive mitigation planting and ecological planting particularly in the areas from Brampton interchange to Buckden Road and in Huntingdon. The removal of the A14 viaduct over the East Coast mainline at Huntingdon will have a positive benefit on the landscape in and around Huntingdon rail station and along Brampton Road and the nearby parts of the open land of Mill Common and Views Common. It would also remove a locally dominant structure in views across the commons and from the south-west, and would cause a number of beneficial visual effects. The predicted reduction in traffic along the de-trunked A14 will result in positive benefits on views as well as on the landscape features in settlements such as Godmanchester.

9.1.47. The negative impacts on landscape character will be during construction and operation. During construction this includes the disruption to landform through the excavation of borrow pits and the creation of environmental bunds and soil storage areas. During construction negative impacts on the landscape and visual amenity will result from views of heavy construction plant and materials, major earthworks and temporary traffic management, signage and lighting. The scheme will also result in the removal of trees and vegetation at locations across Huntingdonshire and South Cambridgeshire.

9.1.48. During operation the landscape and views of the landscape will be impacted by the introduction of highways infrastructure and associated impacts of traffic particularly in Huntingdon, at the section west and south west of Brampton, at the Ouse Valley crossing, at Girton Interchange, and at the whole of the offline section through the

arable landscape south and south east of Godmanchester Hinchingsbrooke and Central Part of Views Common will be affected by the addition of the Views Common roundabout. At the Eastern Part of Mill Common there would be negative impacts on landscape and views from the addition of the Pathfinder Link and associated embankments, lighting and other highway infrastructure.

9.1.49. The Local access road to the south of Cambridge Crematorium would detract from the rural character and affect field boundary pattern. The introduction and extension of lighting will have a negative impact on the visual environment most significantly for local residents and businesses located near the A14 junctions.

DRAFT

9.2. Cultural Heritage

Positive

During operation

9.2.1. Beneficial impacts would result from the reduction of traffic levels and noise intrusion from de-trunking of the existing A14 on three conservation areas (Godmanchester Post Street Conservation Area, Godmanchester Earning Street Conservation Area and Huntingdon Bridge)

9.2.2. The removal of the existing A14 viaduct would have beneficial effects on the character of Huntingdon Conservation Area and Huntingdon Rail Station

Negative

During construction

9.2.3. During construction, there will be residual impacts, following mitigation by the Applicant, on the earthwork on Mill Common, which is classed as a high value archaeological remain asset.

9.2.4. Negative impacts would result from the presence of new road infrastructure on Mill Common in the landscape, and visual and noise intrusion resulting from its operation on Huntingdon Conservation Area.

Table 15: Residual negative impacts on archaeological remains during construction

Archaeological Remains	
Asset	residual Impact during construction
Earthwork on Mill Common	Slight adverse

Table 16: Residual negative impacts on historic buildings during construction

Historic buildings	
Asset	residual Impact during construction
Huntingdon Conservation Area	Moderate adverse
2 The Walks North, Huntingdon	Moderate adverse
3 - 4 The Walks North, Huntingdon	Moderate adverse
5 - 6 The Walks North, Huntingdon	Moderate adverse
Huntingdon County Hospital (main building only listed)	Moderate adverse
Huntingdon Station	Moderate adverse
Offord Cluny Conservation Area	Moderate adverse
Porch House, Offord Cluny	Moderate adverse
208 High Street, Offord Cluny	Moderate adverse

During operation

- 9.2.5. During operation there will be residual impacts on the Huntingdon Conservation Area from the presence of new road infrastructure on Mill Common in the landscape, and visual and noise intrusion.
- 9.2.6. Three buildings in Huntingdon would experience adverse impacts as a result of the scheme through the loss of setting.
- 9.2.7. The ES assesses impact on All Saints Church, Lolworth (Grade II*) as slight adverse during construction and as a residual impact during operation – but approaches and views to the Church will be significantly altered by the embankments, lighting, gantries and current proposed landscape treatments.
- 9.2.8. The approach to All Saints Church, Lolworth 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.
- 9.2.9. The Applicant proposes to provide landscape planting in this location to reduce the impact to slight adverse. South Cambridgeshire District Council have identified that, due to the high value of this asset, the impact may be higher than slight adverse and therefore additional mitigation may be required. South Cambridgeshire District Council's written representations provide more detail on mitigation proposals at this location.

Table 17: Residual impacts on historic buildings during operation

Historic buildings	
Asset	residual Impact during operation
Huntingdon Conservation Area	Moderate adverse
2 The Walks North, Huntingdon	Moderate adverse
3 - 4 The Walks North, Huntingdon	Moderate adverse
5 - 6 The Walks North, Huntingdon	Moderate adverse
Lolworth Church (Grade II*)	Slight / moderate adverse*

* SCDC consider the impact to be higher than 'slight adverse' as stated in the ES due to the high value of asset and the significant changes to the landscape in the vicinity.

Positive

[Huntingdonshire]

- 9.2.10. During operation of the scheme there will be positive benefits for historic buildings of high value, namely in Huntingdon Conservation Area, Godmanchester Post Street Conservation Area and Godmanchester Earning Street Conservation Area. Beneficial impacts would result from the reduction of traffic levels and noise intrusion from de-

trunking of the existing A14 on three conservation areas and Huntingdon Bridge. The removal of the existing A14 viaduct would have beneficial effects on the character of Huntingdon Conservation Area and Huntingdon Train Station.

Table 18: Residual impacts on historic buildings during operation

Historic buildings	
Asset	residual Impact during operation
Huntingdon Conservation Area	large beneficial
Godmanchester Post Street Conservation Area	moderate beneficial
Huntingdon Bridge	Large beneficial
Huntingdon Station	Very large beneficial
Godmanchester Earning Street Conservation Area	Moderate beneficial

Missed opportunities

9.2.11. There is a missed legacy opportunity in terms of setting out how public participation in archaeology could be encouraged through different ways of displaying and interpreting archaeological evidence.

Summary

9.2.12. In summary, during construction negative impacts would result from the presence of new road infrastructure on Mill Common in the landscape, and visual and noise intrusion resulting from its operation on Huntingdon Conservation Area. Residual negative impacts of moderate adverse impact would occur on 9 areas containing historic buildings.

9.2.13. During operation there will be positive impacts on cultural heritage as a result of the de-trunking of the existing A14, and the removal of the Huntingdon viaduct, on 3 conservation areas in Huntingdon and Godmanchester. Three buildings in Huntingdon would experience adverse impacts as a result of the scheme through the loss of setting. The Applicant has not set out in the DCO how archaeological finds could be displayed, for example in public places, for the benefit of engagement of local residents and visitors in cultural heritage and archaeological activity.

9.3. Ecology

Positive

During operation

Mitigation and ecological planting

9.3.1. As identified in Chapter 9.2 “Landscape” extensive areas of mitigation planting and ecological planting in certain areas along the route of the scheme are planned. As part of the mitigation of the scheme the Applicant proposes to deliver native tree and shrub planting on and adjacent to highway earthworks to create woodlands, copses and shelterbelts in order to break up the scale of the road, screen structures, traffic and lighting and to help integrate the scheme into the existing landscape pattern.

9.3.2. The proposed belt of planting extending from Huntingdon Recycling to Brampton Hut junction would contribute positively to the landscape pattern and would help integrate the scheme into the existing landscape. In Huntingdon there would be more formal planting where avenue tree planting set in broad grassland verges, some lined with hedges would reflect the historic character of parts of the town.

Habitat creation

9.3.3. The ES states that maintaining landscape and habitat connectivity has been a core aim of the design mitigation. This is achieved largely via the use of appropriate habitat creation, landscaping, including tall screen planting, and the provision of suitably located and designed culverts.

9.3.4. Positive effects are anticipated from habitat created for groups / species including aquatic and terrestrial invertebrates, fish, Great Crested Newt, breeding birds, bats and water vole.

9.3.5. As a result of the design mitigation there will be a net permanent gain in semi-natural habitats, excluding the loss of arable habitat, of 271ha of which 24% would be woodland and 74% would be semi-improved grassland. This will be of greater biodiversity value than the arable land it replaces as it will provide a connective corridor within the farmland landscape, linking adjacent habitats and enhancing the ability for wildlife to move through the landscape.

9.3.6. Habitat creation at Brampton Wood SSSI should have a slight positive effect on aquatic and terrestrial invertebrates, fish, Great Crested Newts, breeding birds and water voles, and moderate benefit for bats.

Negative

During construction

Loss of Habitat

9.3.7. There will be a total habitat loss of 1,030ha during construction of which 87% will be arable habitat. Arable land is considered to be of relatively low ecological value and is abundant widespread in the local area, thus the loss will not be considered significant. In addition there will be a loss of 20.1km of linear habitat including species poor hedges and wet and dry ditches.

9.3.8. The following habitat losses would occur during construction:

- broadleaved woodland semi-natural 5.3ha;
- broadleaved woodland plantation 18ha;
- trees <1ha;
- hedge (intact including with trees) 7.8km;
- running water <1ha;
- standing water 3.9ha;
- wet ditches 3.6km; and
- swamp and marginal and inundation 0.3ha.

[Huntingdonshire]

Adverse impact on Buckden Gravel Pits County Wildlife Site

9.3.9. The scheme would pass directly through and over the Buckden Gravel Pits County Wildlife Site (CWS). The River Great Ouse Viaduct would carry the new A14 dual carriageway over the CWS therefore limiting land-take. Potential impacts on the cited features at Buckden Gravel Pits County Wildlife Site (CWS) include:

- Habitat loss
- Changes in environmental conditions (dust, water quality, shading)

9.3.10. The entire CWS was not included in the Phase 1 Habitat survey undertaken by the applicant. As a result there is the risk that adverse impacts have not been identified.

9.3.11. In addition there has been no attempt to identify opportunities to provide mitigation / compensation, for example the creation of new, ecologically-rich waterbodies or remedial works to enhance the poorer quality habitats located within the County Wildlife Site. No consideration has been given to the impact of the road on the management of areas of grassland, particularly their ability to be appropriately grazed. In light of the above, the local authorities conclude there will be a potential adverse impact on Buckden Gravel Pits County Wildlife Site (CWS).

Insufficient assessment of impact on Fenstanton Lakes County Wildlife Site

9.3.12. Insufficient evidence has been provided to demonstrate that there will be no adverse hydrological impact on Fenstanton Lakes County Wildlife Site (CWS) as a result of the proposed works associated with Borrow Pit 3. Therefore, we conclude that the scheme has the potential to result in an adverse impact on this County Wildlife Site.

Impact on Species

[Huntingdonshire]

Ecological mitigation areas for breeding birds may not be appropriate

9.3.13. The detailed design of the ecology mitigation areas, balancing ponds and landscape planting would comprise habitats that are suitable for breeding birds. This would focus on county or district value species, particularly those that only breed at Buckden Gravel Pits (Cuckoo, Cetti's Warbler and Grasshopper warbler), i.e. wet woodland, scrub and reed bed. The Applicant states that the total area of the breeding habitats created would offset any reduction in breeding habitat at Buckden Gravel Pits and other important areas.

9.3.14. Due to the estimated high volumes of traffic using the scheme breeding birds would be affected by noise disturbance for up to 1km from the scheme. Uncertainty exists in the responses of birds to noise disturbance and as to whether birds, especially cuckoo, Cetti's warbler and grasshopper warbler would use the ecology mitigation areas to breed to the extent that they fully offset the effects of disturbance.

Disturbance of bat habitats adjacent to off-line section

9.3.15. There is potential for bats to be impacted by increased disturbance from noise and vibration during operation of the road, particularly in habitats adjacent to the off-line section. This may affect roosting bats, but also has the potential to impact commuting and foraging bats (particularly species which depend on listening for their prey such as brown long-eared bats. In addition the local authorities have identified that the potential for negative impact on the bat populations in the hedgerow between Brampton Wood and the A1 has not been assessed in the Environmental Statement.

Missed opportunities

9.3.16. Whilst the restoration of borrow pits has the potential to provide positive benefits in terms of habitat creation, there is no commitment to their long-term management.

9.3.17. The proposed 5 year management of the borrow pits is considered inadequate to achieve any long-term net gain in biodiversity. This is a wasted opportunity and significantly diminished the ability of the scheme to achieve any long-term biodiversity gain.

9.3.18. A long term water strategy is proposed but further assessment /mitigation is required to ensure that biodiversity sites, at Brampton Wood SSSI and Fenstanton County Wildlife Site are not adversely affected by dewatering.

Summary

9.3.19. There will be positive impacts on Ecology through the introduction of ecological planting along the route of the scheme as well as the net permanent gain of 271ha of new semi natural habitats. During construction there will be inevitable negative impacts including the loss of some habitat of low ecological value and possible disturbance for bat populations in habitats adjacent to the off line section. There may also be impacts of breeding birds of county value as a result of noise from traffic and the location of mitigation areas.

9.3.20. In the worst case scenario there is for a moderate adverse effect for breeding birds of county value and for bats due to the impact of traffic noise and lack of certainty over how these species would respond. Bats may also be impacted by vehicle collisions, as it is not known if the mitigation will be effective enough.

9.3.21. The local authorities are concerned about the lack of assessment work undertaken on the County Wildlife Sites, specifically Buckden Gravel Pits CWS and Fenstanton CWS. Further work will need to be undertaken prior to the construction phase. Equally a long term water strategy is proposed but further assessment /mitigation is required to ensure that biodiversity sites, at Brampton Wood SSSI and Fenstanton County Wildlife Site are not adversely affected by dewatering.

9.4. Noise and vibration

Positive

During operation

9.4.1. The Environmental Statement reports that there are approximately 21,720 residential dwellings within the defined study area (600 metres from the scheme). The dwellings are mainly located in villages and towns but there are other single or clusters of dwellings at more isolated locations along the A14.

9.4.2. The table below compares the long term effects of noise on dwellings with and without the scheme:

Table 19: Long-term traffic noise effects on dwellings

Scenario/comparison		Do-Minimum 2020 v. Do-Minimum (No Scheme / Natural Growth)		Do-Minimum 2020 v. Do-Something 2035 (With Improvement scheme)	
		Number of dwellings		Number of dwellings	
Change in noise level:		Daytime	Night-time	Daytime	Night-time
Increase in noise level, LpA10,18hr	0.1 - 2.9	20,210	8,630	10,640	10,420
	3 - 4.9	0	120	500	260
	5 - 9.9	0	0	70	10
	10 +	0	0	10	0
No change	0	1080	12970	440	520
Decrease in noise level, LpA10,18hr	0.1 - 2.9	430	10	7,030	7,740
	3 - 4.9	0	0	2,140	2,020
	5 - 9.9	0	0	870	750
	10 +	0	0	10	10

9.4.3. Without the scheme 20,210 dwellings will experience an increase in noise levels in the daytime as opposed to 11,220 dwellings with the scheme - 8,990 fewer properties experiencing an increase in noise with the scheme. While fewer experience no change, (1,080 without scheme v 440 with scheme), 9,620 more dwellings will experience noise reductions than without (10,050 with v 430 without).

9.4.4. Traffic assessments have shown that as a result of the removal of the viaduct in Huntingdon and the changes to the local road network, traffic flows on the key radial routes into Huntingdon will reduce as local traffic transfers onto the de-trunked A14 as a more appropriate means of access and so reduce noise in the following areas:

[Alconbury]

9.4.5. The Applicant proposes to replace the existing noise fence barrier with a taller fence barrier, improving the noise environment at residential dwellings in the north of Alconbury which face onto the A1 (M). Between the A1 / A14 Brampton Hut and the East Coast mainline there are 2 dwellings at Woodhatch Farm and Little Meadows where the Applicant is proposing mitigation in the form of a 2 metre high absorptive barrier which would provide moderate beneficial noise level reductions.

[Brampton]

9.4.6. There is an Important Area (IA 5151) to the north of Brampton where residential dwellings in the large development off Thrapston Road are close to a section of the existing A14 that would be de-trunked by the scheme and hence the existing road traffic noise levels reduced. A reduction in road traffic noise will be experienced in the vicinity of Huntingdon Road on the eastern edge of Brampton which will cause a minor positive effect on the acoustic character of the area.

[Huntingdon]

9.4.7. In Huntingdon there is significant noise reduction in the following areas mainly as a result of the de-trunking of the A14 and the associated reductions the levels of traffic:

- Residential dwellings on the western periphery of Hinchingsbrooke
- Residential dwellings to the east of Hinchingsbrooke Hospital
- Residential dwellings at Stukeley Meadows
- Residential dwellings in the centre of Huntingdon on Castle Hill, Prince's Street, Alder Drive and Sayer Street
- Residential dwellings in Northern Godmanchester

[Fenstanton]

9.4.8. There would be a significant benefit to residential dwellings south-west of Fenstanton and there are existing noise fence barriers at this location. The Applicant predicts improvements in terms of noise as a result of the de-trunking of the A14 along this section.

[Hilton, Over, Conington, Knapwell and Boxworth]

9.4.9. There are reductions in traffic forecast for Hilton, and the villages of Over, Conington, Knapwell and Boxworth. As a result there will be significant positive impacts in terms of noise and vibration for these areas.

[Swavesey to Girton]

9.4.10. Significant reductions in road traffic noise are expected for dwellings in the vicinity of Huntingdon Road, Lolworth due to reductions in traffic. In addition reductions in noise are expected at Hill Farm Cottages alongside the A14 near Bar Hill where

mitigation provides major beneficial noise reduction to dwellings, specifically: at Rhadegund Cottages (IA5140), at Hackers Fruit Farm, Crouch Field Villas, Westdene (IA5139), Catchall Farm (IA5138) and Grange Farm Cottages (IA6113). The mitigation proposed in the form of environmental noise barriers will provide moderate to substantial reductions in road traffic noise.

9.4.11. At Cambridge City Crematorium the grounds will be screened from the A14 by a noise barrier and a minor beneficial impact has been identified based upon the change in the airborne noise level which is likely to result in a reduction in disruption to visitors.

[Cambridge Northern Bypass (Girton, Impington, Histon, Milton)]

9.4.12. As a result of route noise avoidance such as road alignment, landscaping and noise mitigation measures integrated into the base scheme this section would avoid or limit airborne noise adverse effects on the majority of receptors in the communities of Girton, Histon and Milton. No or negligible impacts are envisaged.

9.4.13. Dwellings in Girton alongside the existing A14 are expected to experience a decrease in road traffic noise. 4 dwellings at Woodhouse Farm are expected to experience major beneficial impacts in terms of noise as a result. Noise barriers and low noise surfacing are part of the mitigation measures included in the Environmental Statement. West of Girton Road (Wellbrook) a 3m absorptive barrier for properties close to the A14 is being provided. East of Girton Road (Wellbrook) a 3m absorptive barrier is being provided. East of Girton Road (Oakington) a 3m absorptive barrier is being provided, and West of Girton Road (Oakington) Highways England plan to replace existing 2m reflective barrier with 4m absorptive barrier.

9.4.14. There is currently a noise barrier in place along the existing A14 on the Cambridge Northern Bypass at J32 Histon Interchange. As part of the scheme the noise barrier in this location is to be extended westwards which will have a significant positive impact on residential properties nearby, including Lone Tree Avenue, Impington. The existing 1.8 metre barrier will be replaced by a new 4 metre absorptive barrier and also extended to the west by 250 metres with a 3 metre absorptive barrier.

[Cambridge City]

9.4.15. Residential dwellings within the Cambridge City boundary are forecast to experience minor to negligible impacts resulting from the proposed A14 scheme. However, the specifics are not known. Further work is being undertaken on transport assessment to ascertain likely local impacts which will clarify if there are likely to be additional traffic, air and noise impacts and this will be provided as part of a later submission. data

Negative

During construction

9.4.16. In locations with lower existing noise levels, construction noise effects are likely to be caused by changes to noise levels outside dwellings. These may be considered by the local community as an effect on the acoustic character of the area and hence be perceived as a change in the quality of life.

9.4.17. Likely construction noise effects are identified at the communities listed in the table below, due to the number of people exposed to construction noise adverse effects and their close proximity to one another. However, the level of noise would not cause significant adverse effects on health and quality of life i.e. the noise is intrusive but not disruptive as set out in the Government’s Planning Policy Guidance on Noise⁸³.

9.4.18. Significant observed adverse effects during construction activities are in the main avoided by the combination of envisaged mitigation integrated into the scheme in accordance with industry best practice and guidance that has been maximised as far as is reasonable and sustainable and, where required, noise insulation.

9.4.19. The noise assessment states that taking account of the avoidance and mitigation measures integrated into the base scheme, the following dwellings are predicted to experience and therefore significant adverse impact is likely to arise.

Table 20: Direct adverse effects from construction noise on residential Communities

Direct adverse effects from construction noise on residential Communities		
Location	Construction activities	Duration
Approx. 10 dwellings at the south west corner of RAF Brampton base	Operation of borrow pits and soil storage compounds with monthly noise levels of approximately 67dB _{L_{pAeq,12hr}}	42 months (day time)
Six dwellings on the A14 between Bar Hill and Girton	Online pavement laying works on the existing A14 with monthly noise levels of approximately 70dB _{L_{pAeq,1hr}}	1 month (night time)
Approx. 25 dwellings on Girton Road and Wellbrook Court, Girton	Online pavement laying works on the existing A14 with monthly noise levels of up to 67dB _{L_{pAeq,1hr}}	1 month (night time)
Approx. 25 dwellings on Lone Tree Avenue and Cambridge Road, Impington	Online pavement laying works on the existing A14 with a monthly noise level of approximately 58dB _{L_{pAeq,1hr}} 58dB during the night is a significant level when considering the noise climate will be changing from a steady traffic noise to construction work. However, mitigation measures are proposed within the Code of Construction Practice.	1 month (Night time)

⁸³ Noise Policy Statement for England, Department for Environment, Food and Rural Affairs (2010)

Approx. 250 dwellings on Chieftain way, Cambridge	Online pavement laying works on the existing A14 with a monthly night time noise level of approximately 64dB _{L_{pAeq,1hr}} .	1 month (Daytime, Night time and evening)
Approx. 90 dwellings to the north east of Kings Hedges and open playground/park on Topper Street	Earthworks with monthly evening noise levels of up to 62dB _{L_{pAeq,4hr}} . Online pavement laying works on the existing A14 with monthly noise levels of up to 64dB _{L_{pAeq,1hr}}	1-2 months (Daytime, Night time and evening)
Approx. 30 dwellings on St George Street Huntingdon	Viaduct demolition with a monthly noise level of up to 73dB _{L_{pAeq,12hr}} and evening earthworks with noise levels up to 67dB _{L_{pAeq,4hr}}	1 month (day time)

Noise insulation / COCP to ensure that significant observed adverse effects inside dwellings avoided

9.4.20. These dwellings are likely to qualify for noise insulation (which includes as necessary additional ventilation to enable windows to be kept closed) as set out in the Code of Construction Practice (COCP). Where noise insulation packages are accepted by the owner / occupier, internal noise levels will be substantially reduced so they are not disruptive and the significant observed adverse effects inside the dwellings will therefore be avoided. It is likely that any construction effects should be mitigated effectively by implementation of a robust code of construction practice and proposed Local Environmental Management Plans (LEMPs).

Assessment of noise from borrow pits does not follow policy

9.4.21. There is concern that the CoCP significance of impact noise and vibration noise levels has been used to assess the impact of, and the control noise impact from, the Borrow Pits. 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 greater control is required.

Table 21: Direct adverse effects from construction noise on non- residential

Direct adverse effects from construction noise on non- residential		
Location	Construction activities	Duration
Huntingdon Research Centre	Significant adverse vibration effects have been identified at this receptor	1 month (day time)
Landsmans Ltd, Brampton Rd	Significant noise effects have been identified with noise levels of 65–70dB _{L_{pAeq,12hr}} Soil storage works and construction of Buckden Bridge.	13 months (day time)

Travel Lodge Hotel, Bar Hill	Pavement/surfacing activities. Significant noise effects have been identified with noise levels of 60dB _{L_{pAeq,1hr}}	1 month (night time)
Travel Lodge Hotel, Impington	Pavement/surfacing activities/ earthworks. Significant noise effects have been identified during the night time with noise levels of 66dB _{L_{pAeq,1hr}}	1 month (night time)
Hinchingbrooke Hospital	Earthwork activities Significant daytime noise effects have been identified on a worst case basis with noise levels between 57– 65dB _{L_{pAeq,12hr}}	5 months (day time)
Hinchingbrooke Hospital	Earthwork activities (commencing 2020). Significant evening noise effects have been identified with noise levels of 60dB _{L_{pAeq,4hr}}	1 month (night time)
Cambridge Constabulary HQ, Huntingdon	Earthwork activities. Significant noise effects have been identified during the daytime with levels of 70- 76dB _{L_{pAeq,12hr}}	3 months (day time)
Hinchingbrooke School	Earthwork activities. Significant noise effects have been identified during the daytime with levels of 61–72 dB _{L_{pAeq,12hr}}	5 months (day time)

During operation

9.4.22. The ES states that above the night-time level of 55dB_{L_{pAeq,8hr}} and daytime level of 63dB_{L_{pAeq,16hr}}, significant adverse effects on health and quality of life are possible and hence noise insulation is offered to avoid these effects where sustainable mitigation in the scheme has been exhausted.

9.4.23. There will be minor or moderate noise impacts for 330 properties located along the new bypass section between Brampton Interchange and Fen Drayton. This will be a long term negative impact for these properties. There are also increases in traffic forecast for Willingham, and Dry Drayton. As a result there will be impacts in terms of noise and vibration for these areas. The mitigation proposed reduces the effect on the majority of these areas to below the level of where there would be a significantly observed adverse effect.

9.4.24. In the long term (2035), the majority of properties on the outlying areas of villages closest to the A14, typically within 600m of the A14, such as Fen Drayton, Conington, Swavesey, Lolworth and Bar Hill are likely to experience noise increases ranging from 0.3 to 3 dB. This is considered a negligible adverse effect. In the opening year of 2020 this is considered a negligible to minor adverse impact. The remainder of the area experiences no or negligible barely imperceptible increases.

9.4.25. A review of the areas where there will be negligible to moderate increases noise, split by community is included below:

[Brampton]

9.4.26. Taking account of the avoidance and mitigation measures integrated into the base scheme, Rectory Farm Great North Road, Brampton is predicted to experience noise levels higher than the noise insulation trigger levels as defined in Noise Insulation Regulations 1975 (as amended). The installation of noise insulation would avoid the significant observed adverse effect (refer to Table 14.1) that would otherwise occur inside these dwellings.

9.4.27. An increase in road traffic noise will be experienced at dwellings in the vicinity of Stewart Close on the south west edge of Brampton and dwellings on the west edge of RAF Brampton. A predicted increase in noise from road traffic is likely to cause a minor adverse effect on the acoustic character of the area around the closest properties. No adverse effects on shared open spaces have been identified.

[Buckden]

9.4.28. The western side of Buckden is close to the A1 and hence existing noise levels are dominated by road traffic noise from the trunk road. Further east, the dwellings are increasingly remote from and screened from the A1. At the eastern edge of Buckden, there is currently open land, which would have a direct line of sight to the scheme. On Brampton Road in Buckden, an adverse impact has been identified in 2035 (a change of 11.4dB in Daytime and 9.5 dB in the night-time) for one Farm property close to scheme.

[Huntingdon]

9.4.29. During Construction several non – residential buildings in Huntingdon will experience noise increases. See para. 9.4.43.

[Offords]

9.4.30. The most northerly properties of Offord Cluny are within the southern boundary of the noise study area. The soundscape is characterised by local road traffic, trains and occasional aircraft. Daytime noise levels were approximately 58 dB $L_{pAeq, 16hr}$ north of Offord Cluny.

9.4.31. On the High Street in Offord Cluny there is a maximum change of 1.1 dB L_{pAeq} in the day and 1.6 dB L_{pAeq} at night in 2035 which is considered an inaudible change.

[Fenstanton]

9.4.32. There will be a moderate increase in noise for dwellings in the vicinity of Pear Tree Close, Fenstanton. See para. 9.4.43.

[Hilton]

9.4.33. On the northern edge of Hilton, the soundscape is characterised by local road traffic and wildlife. Daytime noise levels are around $56\text{dB}_{\text{LpAeq},16\text{hr}}$, falling to around $52\text{dB}_{\text{LpAeq},8\text{hr}}$ at night.

9.4.34. On the northern edge of the village, predicted noise increases with mitigation are $1.1\text{ dB}_{\text{LpAeq}}$ or less, but isolated properties between the village and the A14 will experience increases of 3 to $5.6\text{ dB}_{\text{LpAeq}}$, the increase at the latter is a property that is very close to the new A14. The majority of the village is outside the 40 dB night time contour below which adverse effects are not expected.

[Conington]

9.4.35. The north west of the village experiences noise levels of approximately 45-50 $\text{dB}_{\text{LpAeq},8\text{hr}}$ and 52-57 $\text{dB}_{\text{LpAeq},16\text{hr}}$. Noise level changes are predicted to be negligible. One property at Friesland Farm, Conington is predicted to experience noise levels higher than the level of significant observed effect. As a result the scheme identifies that this property is likely to qualify for noise insulation. The installation of noise insulation would avoid the significant observed effect that would otherwise occur inside this dwelling.

[Lolworth]

9.4.36. The scheme includes a 3m absorptive barrier for properties at 1 -6 Catchall Farm, Crouchfield Villa and Westdene at Hackers Fruit Farm, Huntingdon Road, Lolworth. There will still be significant residual negative noise impacts at these locations. The residual noise levels would be a reduction on existing noise levels at this location close to the A14, however the noise levels would remain a significant observed adverse effect at these locations.

9.4.37. The scheme includes a 3m reflective barrier for Rhadegund Cottages, Huntingdon Road. There will still be significant residual negative noise impacts at this location. The residual noise levels would be a reduction on existing noise levels at this location close to the A14, however the noise levels would remain a significant observed adverse effect at these locations.

[Bar Hill]

9.4.38. The scheme moves the carriageways of the A14 away from Hill Farm Cottages resulting in a reduction in noise levels at the property closest to the A14 (no. 1 Hill Farm Cottages). However, the neighbouring receptors at Hill Farm Cottages are subject to a significant observed adverse effect as a consequence of the scheme. Given that Hill Farm Cottages collectively fall within Important Area IA6114, further mitigation is

provided in the form of a 4m reflective noise barrier which results in significant beneficial impacts on the noise environment.

9.4.39. 7 properties at Foxhollow, Bar Hill, are expected to qualify for noise insulation. The installation of noise insulation would avoid the significant observed effect that would otherwise occur inside these dwellings.

[Dry Drayton]

9.4.40. At Cambridge Crematorium the scheme introduces a 3m absorptive noise barrier which will provide a minor reduction in disturbance to visitors to the crematorium due to reduction in external road traffic noise.

[Milton]

9.4.41. As a result of route noise avoidance such as road alignment, landscaping and noise mitigation measures the scheme would avoid or limit airborne noise adverse effects on Milton. No or negligible impacts are envisaged.

[Cambridge City]

9.4.42. Residential dwellings within the Cambridge City boundary are forecast to experience minor to negligible impacts resulting from the proposed A14 scheme.

9.4.43. There will be residual negative effect in the following areas:

Table 22: Residential areas where a significant observed adverse effect from noise would be experienced:

Location	Effect with scheme	Mitigation	Residual effect
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	Indirect effect as a result of airborne noise increase in road traffic noise.	The scheme would significantly enhance the existing noise mitigation measures in this location, replacing the current noise fence barrier with a new taller fence barrier.	No likely significant negative effects
Stewart Close, western edge of Brampton (minor)	Predicted increase in noise from road traffic which is likely to cause a minor adverse effect	no specific mitigation proposed	Minor adverse effect on the acoustic character of the area around the closest properties.
Western edge of RAF	Predicted increase	no specific mitigation proposed	Minor

Brampton (minor)	in noise from road traffic which is likely to cause a minor adverse effect		adverse effect on the acoustic character of the area around the closest properties.
Rectory Farm Great North Road, Brampton	predicted to experience noise levels higher than the noise insulation trigger levels	The installation of noise insulation would avoid the significant observed adverse effect that would otherwise occur inside these dwellings	Significant observed effect would be avoided
Little Meadow and Woodhatch Farm, Thrapston Road, Ellington	Noise levels are currently above the threshold for a significant observed adverse effect.	3m absorptive barrier for Little Meadows and Woodhatch Farm.	current significant observed adverse effects would be avoided with the scheme in operation.
Dwellings in the vicinity of Pear Tree Close, Fenstanton	Predicted increase in noise from road traffic which is likely to cause a moderate adverse effect	no specific mitigation proposed	noise levels would remain a significant observed adverse effect
Friesland Farm, Conington	significant observed adverse effects	The installation of noise insulation would avoid the significant observed adverse effect that would otherwise occur inside these dwellings	Significant observed effect would be avoided.
Foxhollow, Bar Hill	significant observed adverse effects	The installation of noise insulation would avoid the significant observed adverse effect that would otherwise occur inside these dwellings	Significant observed effect would be avoided.
1-6 Catchall Farm Cottages 13, Cambridge	significant observed adverse effect	3m absorptive barrier for Catchall Farm properties	There would be noise reductions at these location, with the scheme, and further mitigation will be introduced.
Crouchfield Villa and Westdene at Hackers Fruit Farm, Huntingdon Road, Lolworth	significant observed adverse effect	3m absorptive barrier for Crouchfield Villa and Westdene – Hackers Fruit Farm, Huntingdon Road	
Rhadegund Cottages, Huntingdon Road, Cambridge	significant observed adverse effect	3m reflective barrier for Rhadegund Cottages, Huntingdon Road	
Hill Farm Cottages	significant observed adverse effect	4m reflective barrier for Hill Farm Cottages.	Significant observed effect would be avoided.
10 dwellings on Lone Tree Avenue	significant observed adverse effect	The installation of noise insulation would avoid the significant observed adverse effect that would otherwise occur inside these dwellings	Significant observed effect would be avoided.
30 residential dwellings at Blackwell	significant observed adverse	The installation of noise insulation would avoid the	Significant observed effect

Caravan Park	effect	significant observed adverse effect that would otherwise occur inside these dwellings	would be avoided.
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9.4.44. There will be residual negative noise impacts in the following residential locations:

- Stewart Close, western edge of Brampton
- Western edge of RAF Brampton
- Dwellings in the vicinity of Pear Tree Close, Fenstanton
- 1-6 Catchall Farm Cottages, Cambridge
- Crouchfield Villa and Westdene at Hackers Fruit Farm, Huntingdon Road, Lolworth
- Rhadegund Cottages, Huntingdon Road, Cambridge

9.4.45. The impacts at Stewart Close on the western edge of Brampton and at the Western edge of RAF Brampton are identified as minor adverse. No specific mitigation has been proposed by the Applicant in these areas. The local authorities would expect the Applicant to monitor noise levels in these locations to ensure that should they become major adverse impacts the necessary mitigation is provided.

9.4.46. There is a moderate adverse impact on Pear Tree Close, Fenstanton. The Applicant has not proposed any specific mitigation in this area. The local authorities would expect the Applicant to monitor noise levels in this location to ensure that should they major adverse impacts the necessary mitigation is provided.

9.4.47. According to the ES⁸⁴ the residual levels at Rhadegund Cottages (IA5140), the dwellings at Hackers Fruit Farm (IA5138), and Catchall Farm (IA5138) would be a major reduction on the existing levels. However the local authorities note that taking account of the mitigation included in the base scheme, the noise levels would remain a significant observed adverse effect at these locations.

9.4.48. South Cambridgeshire District Council have concerns regarding the noise impact at Orchard Park, near to the Histon Interchange. A negligible change in noise levels has been predicted at this location. Additional clarification is being sought from the Highways England on the technical noise predictions and impact assessments that have been undertaken. See South Cambridgeshire District Council's written representations for more detail.

Non residential

9.4.49. In terms of non - residential receptors the assessment has identified a moderate adverse airborne noise impact at:

- Cambridgeshire Constabulary HQ, Huntingdon (moderate)
- St Johns Innovation Centre and Science Park – (moderate)
- New Close Business Park, (moderate)

Missed opportunities

⁸⁴Para. 14.6.45 CH 14 6.1 ES, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

Cooperation with developers

- 9.4.50. North West Cambridge is a development with planning permission for the construction of up to 3,000 dwellings and substantial commercial and research space. Based on the results of the noise assessment, the vast majority of this committed development's footprint would be subject to negligible noise impacts as a result of the scheme: however, the north-eastern part of the site (opposite Girton College) would be subject to minor adverse impacts.
- 9.4.51. Land between Huntingdon Road and Histon Road in South Cambridgeshire (referred to as Darwin Green) is allocated for housing led mixed use development in the adopted South Cambridgeshire Site Specific Policies Development Plan Document (Policy SP/1). The Submission Local Plan 2014 continues the allocation, with an enlarged northern boundary (Policy SS/2). Both policies require noise mitigation measures to be delivered as part of the development, and require attenuation in the form of landscaped bunds as opposed to noise attenuation fencing.
- 9.4.52. The Applicant should coordinate with the developers promoting sites alongside the A14, particularly along the Cambridge Northern Bypass, to ensure noise mitigation measures are appropriately designed.

Summary

- 9.4.53. There are currently a number of 'Important Areas' (IA), where existing noise levels are significant. The scheme has positive impacts on a number of these areas as a result of reassigning traffic from the existing A14 to the new A14 Huntingdon Southern Bypass. In addition the scheme mitigation being introduced results in improvements in the noise environment for certain communities.
- 9.4.54. During construction there are direct negative noise impacts on residential communities and non-residential premises. The most significant impact during construction is on 10 dwellings at the south west corner of RAF Brampton base where the operation of borrow pits and soil storage compounds will be ongoing for 42 months during day time. There will also be significant impacts for Hinchingsbrooke Hospital and Hinchingsbrooke School during construction from earthworks.
- 9.4.55. During operation there will be negative noise impacts at Stewart Close, western edge of Brampton (minor), the Western edge of RAF Brampton (minor) and dwellings in the vicinity of Pear Tree Close, Fenstanton (moderate). There will also be residual noise impacts at Catchall Farm Cottages, Hackers Fruit Farm, Huntingdon Road, and Rhadegund Cottages, Huntingdon Road, Cambridge.
- 9.4.56. For non-residential properties significant observed effects remaining after mitigation will occur at Cambridgeshire Constabulary HQ, Huntingdon (moderate) New Close Business Park, (moderate) and St Johns Innovation Centre and Science Park – (moderate).

9.4.57. From DCO submissions, and in particular the ES, it appears that the noise and vibration impact assessment has in the main been undertaken in accordance with relevant national and industry best practice guidance and standards. The noise assessment undertaken for the borrow pits is a subject for concern in terms of compliance with local policy, more detail is provided in the Minerals and Waste section of this document.

9.4.58. With appropriate mitigation (with final technical details and specifications location, length, height etc. for both new and replacement noise barriers to be secured and approved through the requirements / conditions of the DCO and CEMP approval) construction work during the day would be satisfactorily controlled and short and long term scheme operational noise should not to give rise to long term unacceptable noise or vibration impacts on health and quality of life.

DRAFT

9.5. Air Quality

Positive

During Operation

9.5.1. A number of areas are predicted to experience a large improvement in air quality, most notably in Huntingdon and along the existing A14 between Swavesey and Huntingdon. This is a result of the majority of traffic being diverted away from these areas and on to the proposed new road.

9.5.2. The Huntingdon, Brampton and Hemingford to Fenstanton AQMAs are all predicted to have improvements in air quality concentrations. The scheme is likely to lead to a revocation of the AQMAs at these locations. The A14 Corridor AQMA also is predicted to have no exceedances of the air quality objectives in the opening year.

9.5.3. Along the A14 to the north of Cambridge, the predicted changes to annual mean NO₂ and PM₁₀ are mainly negligible. There are three receptors where small increases in annual mean NO₂ are observed and two where small decreases are predicted. The predicted changes to other receptors towards Histon and Girton are all negligible for NO₂ and PM₁₀ in 2020. In 2035 in this area, results are similar, however, with the increased affected road network there are more receptors to the south of the A14.

Negative

During Construction

9.5.4. The areas affected by dust during the construction phase are likely to be areas near to the borrow pits and soil storage areas. The residential areas of Brampton are in close proximity to borrow pit sites and further assessment of the dust impacts will be required to ensure that the mitigation proposed in the Applicant's Code of Construction Practice⁸⁵ are appropriate in reducing the negative impact on this areas.

9.5.5. In terms of dust created by the construction of the new road, residential areas in north Cambridge and in Huntingdon town centre, close to the existing viaduct will be most affected by dust. The Applicant notes in the Environmental Statement that mitigation will be secured by way of requirements in the DCO and through contractual responsibilities placed by the Applicant on the design and build contractors. The Applicant also notes that with this mitigation in place the impacts of the scheme are not expected to be significant.

⁸⁵ Code of Construction Practice, Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

9.5.6. Complaints about excessive dust deposition have to be investigated by the local authority and any complaint upheld for a statutory nuisance to occur. The local authorities expect to be fully consulted on the mitigation measures planned to reduce the impact of dust on communities.

During operation

9.5.7. The predicted changes in concentration in Cambridge are mostly small increases in annual mean NO₂ and Particulate Matter PM₁₀ around Kings Hedges Road, Arbury Road, Milton Road, Histon Road and Huntingdon Road as well as some moderate increases on Madingley Road. The maximum increase on Madingley Road is 3.6µg/m³ however the Applicant notes in the Environmental Statement that the total annual mean concentration is still well below the objective at 16µg/m³.

9.5.8. Whilst pollution levels in Cambridge City centre remain below the Objectives, where modelled, the more central sections of the feeder roads and the Inner Ring Road (part of the Air Quality Management Area) have not been assessed. Measured levels of nitrogen dioxide nearer the city centre have been closer to, and above, the Objective levels in recent years, typically in the 35- 40 µg/m³ range. Increases in traffic on this road, as an example, could tip the balance to being above the Objective.

Table 23: Summary of air quality impacts on specific communities

Area	Air Quality Impact (during operation)		
	Positive	Negative	Negligible /no impact
Alconbury	-	Predicted to experience a small increase in NO ₂ concentrations (0.4 – 2µg/m ³) in 2020.	By 2035 the change in NO ₂ concentration is negligible (0 – 0.4µg/m ³).
Brampton	Improvements in NO ₂ and PM ₁₀ concentrations along the A14 and B1514 in 2020 and 2035. Concentrations in the Brampton AQMA are already below the air quality objectives. The modelled results indicate that the scheme would benefit air quality in this location with improvements between 3.6µg/m ³ and 1.7µg/m ³ being predicted in 2020, resulting in concentrations well below the objective.	Close to the A1 there is a small increase in NO ₂ concentrations in 2020.	Change in NO ₂ concentrations is reduced to a negligible level by 2035.
Buckden	Buckden experiences improvements in NO ₂ and PM ₁₀ concentrations at locations closest to the	Where the new road joins the A1 there are a few receptors that experience a worsening	-

Area	Air Quality Impact (during operation)		
	road (A1).	of pollution concentrations. The maximum change is 3.6µg/m ³ and 0.6µg/m ³ for NO ₂ and PM ₁₀ off Brampton Road.	
The Offords	-	-	At the Offords The impact for NO ₂ and PM ₁₀ is negligible in 2020 and 2035.
Huntingdon and Godmanchester	The largest improvements are along the existing A14 with the maximum improvement (6.3µg/m ³) in 2020 being on Castle Moat Road	Small increase in annual mean NO ₂ concentrations in 2020 at the junction of Edison Bell Way and Ermine Street.	By 2035 the change in annual mean NO ₂ concentrations is predicted to be negligible.
	Positive	Negative	Negligible /no impact
Hilton	-	-	In Hilton there is predicted to be negligible changes in NO ₂ during operation of the scheme.
Conington	-	-	In Conington there is predicted to be negligible changes in NO ₂ during operation of the scheme.
Lolworth	Along the existing A14 at Lolworth at the receptor at Hill Farm Cottages, there is expected to be an improvement of air quality in 2020 and 2035.	-	-
St Ives, Fenstanton and Swavesey	Fenstanton and along the A14 between Fenstanton and Godmanchester predicted to have an improvement in NO ₂ concentrations in 2020 and 2035.	-	-
Dry Drayton, Elsworth, Graveley, Cambourne	-	-	Villages of Dry Drayton, Elsworth and Graveley experience a negligible change in annual mean NO ₂ and PM ₁₀ concentrations.
Bar Hill	-	-	At Bar Hill small increases in NO ₂ in 2020 and 2035 are predicted. There will be a negligible change in PM ₁₀ concentrations in 2020 and 2035.
Girton	-	Small increase in NO ₂ in 2020 and 2035.	Negligible change in PM ₁₀ concentrations in 2020 and 2035.
Cambridge City	-	The predicted changes in	

Area	Air Quality Impact (during operation)	
		<p>concentration in Cambridge are mostly small increases in annual mean NO₂ and Particulate Matter PM₁₀ around Kings Hedges Road, Arbury Road, Milton Road, Histon Road and Huntingdon Road as well as some moderate increases on Madingley Road. The maximum increase on Madingley Road is 3.6_{µg/m³} however the Highways England note in the Environmental Statement that the total annual mean concentration is still well below the objective at 16_{µg/m³}.</p>

Summary

9.5.9. The impacts for air quality on the local areas from the scheme are mostly positive.

During construction there will be impacts from dust in the residential areas of Brampton, close to the borrow pits and residential areas close to the Cambridge Northern Bypass, from the changes to the Girton Interchange and in central Huntingdon, from the removal of the existing viaduct. The applicant has stated in the Environmental Statement that best practice approach will be followed and mitigation measures will prevent any significant adverse impacts from dust. The local authorities expect the applicant to consult in full over the mitigation measures to be provided in order to ensure they are appropriate.

9.5.10. In terms of air quality impacts from emissions of NO₂ and PM₁₀, there are a number of communities that will benefit from reductions in these emissions as a result of reductions in levels of traffic on the existing A14 as traffic re-assigns to the new scheme. In particular communities along the route between Swavesey and Huntingdon are expected to benefit. Huntingdon will also experience benefits associated with reduction in traffic. There is likely to be some negative impact on air quality on the routes into Cambridge, in particular Madingley Road. The local authorities will require the Applicant to conduct additional monitoring of the air quality in this area to ensure that the impact does not become significant.

9.6. Economy

Positive

During construction

Direct and indirect benefits to employment

- 9.6.1. Employment in the local economy will be generated both directly from construction jobs, as well as indirectly from employment generated due to the increased spending from construction workers on such items as accommodation and food
- 9.6.2. The DCO submission indicates that the construction phase of the scheme would be expected to generate between 824 and 1567 individual jobs between 2016 and 2021⁸⁶ (taking into account factors such as Cambridgeshire's existing economy and skills base).
- 9.6.3. The submission also states that approximately a **quarter** of the labour required during construction is expected to be directly sourced from within Cambridgeshire, with a further **third** sourced from existing capacity which may be based within Cambridgeshire. Spend in addition to labour would include aggregate materials, which are largely expected to be sourced from within the area of the scheme itself, and equipment, which is expected to mostly be sourced from outwith Cambridgeshire.

During Operation

Benefits of reduced journey time, greater reliability and impacts on economic activity

- 9.6.4. The scheme will significantly increase the capacity of the road network between Cambridge and Huntingdon, and on the A1 between Brampton and Alconbury. This additional capacity would help to alleviate congestion and delays on this part of the road network, leading to a significant decrease in lost productive time and subsequent increase in business user and transport service provider benefits.
- 9.6.5. The scheme is forecast to deliver significant economic benefits associated with reduced travel times together with greater journey time reliability and wider impacts associated with economic activity and business growth. The Economic Case presented in the DCO⁸⁷ indicates that the combined monetised value of these benefits is forecast to be £1.039 billion over a 60 year period from opening.

⁸⁶ Chapter 16 Community and Private Assets, 6.1 Environmental Statement, A14 Cambridge to Huntingdon improvement scheme, Highways Agency (2014)

⁸⁷ 7.1 Case for the Scheme, A14 Cambridge to Huntingdon improvement scheme, DCO submission Highways Agency (2014)

9.6.6. Business users and transport service providers would significantly benefit from the scheme as **reduced travel times** improve access to suppliers or customers and **reduce vehicle operating costs** such as fuel, vehicle maintenance and mileage-related depreciation.

9.6.7. The monetised value of greater journey time reliability for business users and transport service providers is forecast to be **£435 million**¹⁰⁶ over a 60-year appraisal period.

9.6.8. The scheme would help to unlock economic activity and contribute to wider benefits forecast to be **£77 million**¹⁰⁶ over a 60-year appraisal period through greater productivity through the concentration of economic activity (agglomeration), tax revenues arising from an increase in employment and profits generated as a result of reduced transport costs.

Unlocking housing constraints

9.6.9. The Scheme would make a significant contribution to the local economy by unlocking local housing constraints, notably in relation to enabling phase 2 of the proposed 10,000 home development at Northstowe⁸⁸. The scheme would also contribute to improved connectivity between Cambridge and other economic centres which would contribute to economic benefits in terms of wider business and employment growth.

Wider economic growth

9.6.10. In terms of wider economic growth the scheme will provide improved connectivity between Cambridge and other areas such as Peterborough, Ipswich, Harwich and Felixstowe. This provides benefits in terms of wider business and employment growth.

Negative

During Construction

Disruption to existing travel patterns

9.6.11. During construction, temporary traffic management would be required to undertake the works whilst minimising disruption to users of both the existing mainline and the local side road network.

9.6.12. In general, construction phasing and temporary traffic management proposals would be prepared on the basis of keeping the same number of lanes in use as existing during the peak periods of traffic flow. Lane closures would be employed during off-peak times for the facilitation of changes to traffic management, surfacing tie-ins and gantry or bridge construction.

⁸⁸Northstowe Planning Documents, South Cambridgeshire District Council website accessed 20 April 2015
<https://www.scambs.gov.uk/content/northstowe-planning-documents-phase-two>

9.6.13. For the main routes, it is expected that traffic would be kept on the normal carriageways wherever possible, if necessary using narrow lanes and restricted temporary speed limits through the main works areas.

9.6.14. The proposed traffic management proposals during construction are as follows:

- Lane restrictions: some sections (mainly those sections which involve widening of existing roads) would see lane restrictions and/or closures (predominantly night closures) during construction.
- Speed limits: temporary speed limits would be enforced through the use of speed cameras.
- Road closures: road closures would take place during widening and upgrading works. However traffic management would be designed to allow other parts of the A14 (either new or existing) to be utilised, thereby maintaining the existing number of operational lanes.
- Diversion measures: temporary diversions would be provided for access whilst works on the existing carriageway are conducted.
- Slip road closures: slip roads at certain online junctions (in particular those at Swavesey and Bar Hill) would need to be closed during construction.

9.6.15. Likely effects on businesses would be mitigated by providing essential access for businesses and community facilities throughout the construction period or at least during the normal operating hours of the businesses and facilities. The use of appropriate construction phasing as well as providing adequate signage to direct traffic to businesses which stand to lose out from passing trade would also reduce negative impacts.

Temporary Loss of land

9.6.16. During construction there could be 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. Although the severance would be temporary, there may be longer term effects if the viability of the assets becomes undermined through lack of use or access during the construction period.

9.6.17. The use of borrow pits to supply material for the scheme, as well as construction compound sites and soil storage areas, would require land and movement of material from these sites to their points of use on the scheme.

9.6.18. The borrow pits would be located adjacent to the scheme with the exception of borrow pit 5 (BP5) which would be located just under 1km to the south of the scheme adjacent to Boxworth. Additionally, there are borrow pits proposed near Brampton (BP1, BP2 and BP7), Fenstanton(BP3) and Bar Hill (BP6).

9.6.19. A number of accommodation works and mitigation measures have been identified relating to individual farm units to avoid or reduce effects. This would be implemented during the construction phase of the scheme on individual farm units as follows:

- returning land within temporary construction areas (e.g. haul road, construction compounds, etc.) back to farming in a similar condition as before;
- maintaining access to fields during construction phase;
- provision of access to severed land;
- undertaking work in accordance with the CoCP to avoid pollution of natural springs, ditches and brooks on the farm holding; and
- implementing bio-security advice and actions

9.6.20. The temporary loss of land would be the footprint of the soil storage and compound sites and borrow pit 5 at Boxworth. There would a significant temporary loss of land at the following farms:

Table 24: significant temporary loss of land at the following farms

	Original plot (Ha)	Temporary land take(Ha)	% of plot temporary land take
Rectory Farm	35.2	8.3	24%
Park Farm	178.6	20.9	12%
Depden Farm	58.4	10.2	17%
Depden Farm	62.0	22.2	36%
Boxworth Farm	63.2	43.8	69%
Slate Hall Farm	29.5	6.2	21%
Sunlight Services	6.6	1.1	17%

During Operation

Permanent Loss of Land

9.6.21. Permanent land take is required for the long-term operation of the proposed scheme including land required for environmental mitigation such as landscape planting. The majority of land take is agricultural land from farms; this would have implications for their viability where land take is a significant proportion of the farm, or if it would cause severance or changes in access which would alter the farming operation.

9.6.22. The DCO submission has identified an adverse impact on several local farms which will be impacted by a loss of land, severance and access changes as a result of the scheme. Major adverse impacts are expected to occur on the following farms (Full details in Table 16.11 6.1 ES Chapter 16)⁸⁹.

⁸⁹ Table 16.11 CH 16 Community and private assets, 6.1 Environmental Statement, A14 Cambridge to Huntingdon improvement scheme, DCO submission, Highways Agency (2014)

Table 25: Major adverse impacts are expected to occur on the following farms

Name	Description of impact
Plot adjacent to Rectory Farm, near Brampton Hut	Permanent land take of 94%
Park Farm. Brampton	Significant reorganisation of farmstead would be necessary due to land take.
Linton's Farm, near Hilton	Farmstead severed, access would require major reorganisation of operations.
Oxholme Farm, near Hilton	Farm halved by the scheme. This is one of the few Owner/Farmer holdings on the route and therefore considered to be a greater sensitivity. The scheme would greatly reduce the viability of the farm as the holding would be divided diagonally in half, to the point it may no longer be viable.
West End Farm, near Fenstanton	Most of the land is already excavated for gravel and now managed privately for nature conservation. Loss from borrow pit would take the majority of the remaining arable land.
Gables Farm, near Fenstanton	Farm cut in half, access to severed portion requires rerouting of farming patterns.
Boxworth Farm, Boxworth	Large borrow pit likely to affect quality of farm and would lead to temporary loss of whole farm.
Slate Hall Farm, near Oakington	Access off of access lane adjacent to A14. Site of borrow pit.
Trinity College (Moors Barn Farm), near Madingley	Scheme severs the plot significantly changing layout and accessibility.

Table 26: Impact on local businesses

Business	Impact
Landro	Impacts from de-trunking of the A14 where raised above property likely to be minimal, although some land take from the property to occur.
Barker Storey Matthews	Loss of land, currently a car park but with development potential.
LandmansPortaloos	Potentially would lose small area on edge of property.
Goff Petroleum Site	To lose over 30% of property, this may be detrimental to plans for a fuel transfer depot.
Little Chef KFC and Service Station at Fenstanton	Reduced business possible due to change in traffic patterns.
Little Chef, Lolworth	Improvement to access but small loss of land on edge.
Mason's Garage	Improvement in safety of access.
Shell Station, Godmanchester	Reduced business possible due to change in traffic patterns.
Travelodge, Fenstanton	Possible reduction in number of customers due to reduced traffic flow, though improvement in amenity due to diverted traffic may improve appeal to guests somewhat.

Table 27: Impacts on development land

Application reference	Location	Detail
S/0141/11	Buckingway Business Park, Anderson Road, Swavesey, Cambridgeshire, CB24 4UQ	<i>Extension of time limit for implementation of planning consent S/0303/08 for the Erection of 15 Units (including 9 Terraced) with Ancillary Offices, Service Yards, Car Parking and Landscaping and the Erection of 4 Terraced Office</i> Loss of approximately 10% of plot to land take.
S/0174/14/FL	Darwin Green One, Land between Huntingdon Road	<i>Formation of a Landscaped Mound adjacent to and south of the A14 to be formed from excess spoil from the</i>

	and Histon Road, Cambridge, Cambridgeshire, CB3 0LE	<i>Darwin Green One development.</i> Loss of approximately 5% of plot to land take.
S/2347/12/FL	Bard Pharmaceuticals Ltd, Cambridge Science Park, Milton Road, Cambridge, CB4 0GW	<i>Extensions to existing building to provide additional floor space (including plant at ground and first floors); demolition of existing outbuildings and erection of replacement outbuilding.</i> Loss of approximately 5% of plot to land take.

Missed opportunities

9.6.23. The DCO submission identifies positive economic benefits for local communities in terms of the long term employment opportunities created during the construction phase of the scheme. 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. The ES identifies that a “Education, Employment and Skills Strategy” has been developed with emerging priorities focused on increasing apprenticeships in highways and engineering. The local authorities expect the Applicant to develop clear action plans linked to the legacy priorities and to commit to the delivery of these legacy ambitions. The local authorities would expect this plan to be developed in order to ensure the legacy opportunities presented by the scheme can be realised.

Summary

9.6.24. The scheme will bring a number of positive economic benefits to Cambridgeshire as well as the wider region. Cambridgeshire already has a strong economy and the new scheme will support continued growth by reducing congestion on the key routes between Cambridge and Huntingdon. There will be benefits for local and national businesses using the route. Negative impacts will be felt by local farms, in particular where farms are severed and viability affected. Creating a positive legacy is quoted in the Development Consent Order application by the Applicant and the local authorities expect that a full programme is developed to ensure that the applicant delivers on this objective, particularly with regard to local construction jobs and training and skills development to create long term employment in the area.

9.7. Pedestrians, Cyclists and Equestrian travellers

Positive

During operation

New NMU Route

6.1.1. Approximately 10km of new NMU facility (comprising a route suitable for pedestrians, cyclists and equestrians) will be provided linking Fenstanton, Fen Drayton, Swavesey, Lolworth, Bar Hill, Dry Drayton, Girton and Cambridge⁹⁰. This proposed new NMU facility is intended to link a number of existing bridleways and footpaths, and provide link between Cambridge, and local villages to enable travel on foot, by bicycle or on horseback. It will also tie into proposals for an NMU route from the proposed Northstowe development.

Re-connection of severed links

9.7.1. Bridleways which were severed when the A1 was originally converted to dual carriageway would be re-linked using grade separated facilities near Brampton Hut junction. A new bridleway would also be provided to link Brampton via existing Public Footpath Brampton 15 with Brampton Wood and Brampton Hut services via the new intersection bridges.

Table 28: Detailed look at positive enhancements to NMU routes

NMU	Construction / Operation	Impact
Buckden Road B1514 (local road)	Operation	A new shared use path would be provided alongside the road to a point where it meets existing provision, improving convenience for non-motorised users.
Bridleway 15	Operation	A new bridleway would also be provided to link Brampton via existing Public Footpath Brampton 15 with Brampton Wood and Brampton Hut services via the new intersection bridges.
Bucking Way Road and minor road to Boxworth (High Street)	Operation	A new NMU bridge suitable for use by pedestrians and cyclists would provide a link between the Bucking Way Road, the proposed new local access road and Bucking Way Business Park north of the A14 to Conington Road and the Cambridge Services to the south. This would provide a new crossing for pedestrians and cyclists.
B1050 (Hatton's Road) and Bar Hill junction	Operation	A new NMU bridge suitable for use by pedestrians, cyclists and equestrians would provide a link between Bar Hill and Hatton's Road.
Oakington Road and Dry Drayton Road (Pathfinder Long Distance walk)	Operation	Two new roundabouts are proposed on Dry Drayton Road/Oakington Road with a realignment of Oakington Road to the south of the A14. This would result in the shortening of the route by approximately 50m. In addition, the existing Dry Drayton junction bridge would be modified to accommodate a new footway/cycleway, which

⁹⁰ Chapter 15 Effects on all travellers, 6.1 Environmental Statement, A14 Cambridge to Huntingdon Improvement Scheme, DCO submission, Highways Agency (2014)

		would be particularly beneficial to pedestrians including wheelchair users. The shared use path would tie into the proposed new shared use path alongside the local access road, increasing connectivity for NMU.
Bridleway Dry Drayton 12	Operation	The new NMU provision on the local access road would improve access to the Cambridge Crematorium and surrounding area by non-motorised modes of transport.
Footpaths Huntingdon 9, 10 and 11	Operation	A proposed new footway/cycleway would be provided along the eastern side of the new Views Common link road which would connect to footpath 11, providing a new connection to Hinchingsbrooke Park Road adjacent to the school.

Bus travellers

9.7.2. Whilst access to bus stops has the potential to be impeded during the construction phase, this will be of little consequence as the stops are already inconvenient. The relocation of the bus stops onto the Local Access Road at Swavesey and Lolworth will improve their safety and accessibility, including for less mobile people and/or people with pushchairs.

Negative

9.7.3. The impacts on NMU routes are identified below where the impacts are considered to be of moderate or major significance:

Table 29: impacts on NMU routes are

Route	Construction / Operation	Impact
Bridleway at the Stukeleys 6	Operation	Bridleway 6 - The Stukeleys currently connects to a lay-by on the eastern side of the A1. It is proposed that the lay-by will be stopped-up and closed by the DCO, which will effectively sever this PROW from meeting another highway. At present this lay-by is used by local people who park there and walk their dogs along the bridleway. This will no longer be possible after the completion of the scheme and will result in a negative impact on locals and others who use the lay-by. It will also create a new issue severing a public highway and having an adverse impact on connectivity.
Silver Street and Pathfinder Long Distance walk and Bridleway Godmanchester 1	Operation	A shared footway and cycleway (suitable for equestrians) would be provided on the new Silver Street bridge to reconnect the Pathfinder Long Distance walk north and south of the new A14. The need to cross the new A14 via the bridge would cause inconvenience and the presence of the new road a loss of amenity in the previously rural route in the study area.
Bucking Way Road and minor road to Boxworth (High Street)	Construction	Substantial construction activities associated with constructing the proposed new Swavesey junction would cause noise, disturbance and some disruption to people crossing between Bucking Way Business Park and Cambridge Services.
B1050 (Hatton's Road) and Bar Hill junction	Construction	Substantial construction activities associated with constructing the proposed new Bar Hill junction would cause noise, disturbance and some disruption to people crossing between

		Bar Hill and Hatton's Road.
Bridleway Dry Drayton 12	Construction	The route would be disrupted by construction of the proposed new local access road, which would affect 560m of the bridleway during construction.
B1049 at Histon junction	Construction	There would be disruption to the NMU routes across the junction during construction of the junction improvement. This would cause temporary inconvenience to high numbers of cyclists and moderate numbers of pedestrians on this highly sensitive route in the vicinity of the junction although access would be maintained. This would be a key consideration as part of the consultation with the local highway authority, Cambridgeshire County Council, that the contractor would be required to undertake in line with the Code of Construction Practice.
Footpaths Huntingdon 9,10 and 11	Construction	During construction there would be some loss of amenity to footpaths 10 and 11 due to the construction of the new Views Common link road. There would also be temporary disruption (such as diversions) to the footpaths due to construction of the proposed new roundabout at the northern end of the link road and during demolition of the viaduct when temporary closure of footpath 10 is anticipated.
B1514 Brampton Road, Hinchingsbrooke Park Road, Edison Bell Way and National Cycle Network route 12 and 51	Construction	During construction there would be some loss of amenity to Hinchingsbrooke Park Road due to the construction of the new Views Common link road. There would also be temporary disruption (such as diversions) to footways during demolition of the viaduct when temporary closure of Brampton Road and the cycle route is anticipated.
	Operation	The proposed new Views Common link road would have a junction with Hinchingsbrooke Park Road close to Hinchingsbrooke School. This would introduce a new road to be crossed by NMU, which would be achieved with the provision of a new signalised crossing with toucan crossings for pedestrians. The crossings would introduce localised inconvenience in this highly sensitive area with high numbers of schoolchildren present. There would also be new signalised crossings on Brampton Road which would cause some slight additional disruption to NMU, including cyclists on NCN 12.
Footpaths Huntingdon 6 and 4 and cycle route and permissive path from Mill Common/Castle Moat Road junction to Huntingdon railway station	Construction	Construction of the new Mill Common link road would cause a loss of amenity to footpath 4 and 6 due to noise. However there would be a direct impact upon the cycle route which would coincide with the footprint of the proposed new link road. This would disrupt the route and cause inconvenience to NMU wishing to access the railway station along this route.

During operation

Impact on views and amenity from public rights of way

9.7.4. During operation the negative impacts are likely to involve permanent changes to amenity as a result of the presence of new highway infrastructure in areas which are currently rural or other open space and some instances where connectivity will be reduced and journeys inconvenienced by the introduction of crossings such as on Hinchingsbrooke Park Road.

Missed opportunities

Public Rights of Way around the Borrow Pits

9.7.5. There is the potential for a long term positive impact in terms of the legacy of the borrow pits sites. As a minimum additional Public Rights of Way around the sites to the west and south west of Brampton should be created.

9.7.6. Cambridgeshire County Council requested a footpath link between Footpath 3 and Grafham Road running within the northern boundary of Borrow Pit 2. RAF Brampton base is being redeveloped as residential housing and this would provide an off-road link between the estate and the countryside served by Grafham Lane.

Solar studs

9.7.7. 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.

Summary

9.7.8. The scheme provides a number of positive benefits to the local area for pedestrians, cyclists and equestrian travellers. The most prominent benefit is the creation of the 10km NMU route alongside the new local access road between Swavesey and Girton. The other main benefit from the scheme is the re-connection of Public Rights of Way that have been previously severed. The re-connection of Brampton Bridleway No. 15 around Brampton Hut and Brampton Hut services is an example of this. The scheme will also generate negative impacts for NMU users across the scheme area. These impacts will be mainly during the construction phase and involve temporary disruption and impacts upon amenity (noise, dust and visual impact) where construction activities would coincide with existing routes; and temporary diversions or hindrances to NMU journeys as a result of construction activities, including construction traffic haul routes, coinciding with existing routes. During operation the negative impacts are likely to involve permanent changes to amenity as a result of the presence of new highway infrastructure in areas which are currently rural or other open space and some instances where connectivity will be reduced and journeys inconvenienced by the introduction of crossings such as on Hinchbrooke Park Road.

9.7.9. The local authorities have identified missed opportunities to deliver a positive legacy for NMUs at the borrow pits. As a minimum additional Public rights of way around the sites to the west and south west of Brampton should be created in order to enhance connectivity and create opportunities for leisure and exercise. Finally the local authorities believe that the use of solar studs on NMU routes would contribute to increased use of these routes, particularly at night or in winter. The local authorities would encourage this to be included at the detailed design stage.

9.8. Flooding and Water

Positive

During Construction

9.8.1. In the construction phase impacts would be fully mitigated by the provision of floodplain compensation and there would not be any likely significant residual effects.

Negative

During Operation

Impact on flood risk

9.8.2. For the operational phase, the likely significant effect of the scheme on flood risk would be neutral for 11 of the 14 watercourses assessed within the Flood Risk Assessment. A negative effect is identified for the following three watercourses:

- Ellington Brook;
- Brampton Brook; and
- River Great Ouse.

The impact is identified because of a rise in water levels in these locations.

9.8.3. Ellington Brook - There are no properties within Flood Zone 3 in the vicinity of the scheme. The Environmental Statement indicates that modelling of the impact of the scheme including floodplain compensation has identified that the new local access road crosses the flood plain which would result in a localised peak rise of 1% Annual Exceedance Probability (AEP) water levels of 0.25m.

9.8.4. Brampton Brook – Flood risk has been identified as very high downstream in the proximity of Brampton. The crossing of the floodplain by the new A14 results in a peak water level rise of 0.25 metres for the 1% (1 in 100) Annual Exceedance Probability (AEP) event immediately upstream of the new road..

9.8.5. River Great Ouse - For the numbers of property within the floodplain upstream of the scheme crossing, the importance of flood risk on the River Great Ouse has been assessed as very high in the Flood Risk Assessment (FRA) carried out by the Applicant. The new crossing would result in a peak water level rise for the 1% (1 in 100) Annual Exceedance Probability (AEP) event of 0.02 metres within the floodplain.

Missed opportunities

Opportunities to alleviate local flooding issues

9.8.6. The proposals make provision for flood compensation from the road scheme, but fail to take the opportunity to provide further mitigation to alleviate local flooding issues, which could be provided at minimal additional cost, with significant benefit to local communities. A specific example of this kind of opportunity is present at Brampton. It is understood that the Applicant is undertaking a feasibility study on the impact of introducing a flow splitter in this location in order to understand if it would be technically possible to divert flood water into the borrow pit storage area.

9.8.7. Similarly there are opportunities to reduce flood risk in Fenstanton by providing flood storage area at the Galley Hill borrow pit.

9.8.8. Substantial existing local flooding issues also exist for the residents of Bar Hill and Girton and in these locations the Applicant could seek to utilise balancing ponds to reduce the risk of flooding for these communities.

Assurance that maintenance access will be available

9.8.9. The detailed design must ensure that maintenance access will be available at all times (both during and following construction) so that annual works can be undertaken by the Council in order to fulfil its statutory duties. Under the terms of the Council's Land Drainage Byelaws, a 5-metre maintenance strip is required along the top of the banks of the award drains in order to allow for access. Additionally, at certain locations (as outlined on marked-up drawings shared with the HA) field access points will be required in order to access the awards.

Summary

9.8.10. The Applicant has set out in the Environmental Statement how during the construction phase flood risk will be fully mitigated through flood compensation resulting in no residual negative impacts. During operation 3 watercourses have been identified as being affected by increases in water levels. However the increase in flood risk is not considered to be significant and the Applicant is in discussions with the Environment Agency to ensure that appropriate mitigation measures are included in the detailed design stage to mitigate risk. The local authorities are satisfied that the scheme will not have a major negative impact on the flooding and water environment. However the scheme also offers the opportunity to mitigate local flooding issues and the Applicant has the opportunity to provide a positive legacy by doing so.

9.9. Minerals and Waste

9.9.1. The use of 6 borrow pits, located across Cambridgeshire is a major element of the scheme and there are different local impacts arising from each borrow pit. The impacts for each borrow pit are summarised in tabular form in Appendix C. The following impacts have been identified for the borrow pits element of the scheme. These impacts are relevant depending on the individual borrow pit (see Appendix C) but apply generally across the subject area.

Positive

During construction

Potential to reduce heavy vehicle traffic

9.9.2. The inclusion of the borrow pits in the scheme has the potential to reduce heavy vehicle traffic on the local road network. This is likely to be a positive impact for all 6 of the borrow pits.

During operation

Positive strategy for sustainable use of surplus soil

9.9.3. There will be surplus soils arising from all the borrow pits, apart from at Borrow Pit 5 at Boxworth, as they are not being restored wholly / partially to an agricultural after use; but a positive strategy to ensure that these are used in a sustainable way is proposed by the applicant.

Negative

During construction

9.9.4. There will be a generally significant short term impact from intensive extraction and backfilling operations on the local area. This negative impact will occur across all 6 borrow pits.

Lack of assessment: Archaeology, noise, dust, biodiversity, hydrology

9.9.5. A number of 'potential' negative impacts have been identified as a result of the lack of assessment undertaken in certain areas:

- There is a potential for an impact on archaeology at the borrow pit sites as this has not been properly assessed or mitigated by the Applicant. As a result the archaeological heritage may be adversely affected. See chapter 9.2 Cultural Heritage.
- There is a potential for noise impacts on residential properties near to the borrow pits, and this has not been properly assessed. Lack of proper assessment and / or mitigation will adversely affect local residents and other occupied uses. Specifically borrow pit 1

(West of Brampton) will create noise impacts for Brampton Lodge and Rectory Farm, while borrow pit 2 (South West Brampton) will affect RAF Brampton. See chapter 9.4 Noise and Vibration.

- There is potential for dust impacts on residential development and this needs further assessment / mitigation to ensure that they are not adversely affected. The residential areas of Brampton are in close proximity to borrow pit sites and therefore mitigation measures as identified in the Applicant’s Code of Construction Practice⁹¹ are necessary to reduce the negative impact on residential area nearest the borrow pit. See chapter 9.5 Air Quality.
- There are potential adverse effects on biodiversity which have not been properly assessed and / or mitigated.
- A long term water strategy is proposed but further assessment /mitigation is required to ensure that biodiversity sites, at Brampton Wood SSSI and Fenstanton County Wildlife Site are not adversely affected by dewatering. See chapter 9.3 Ecology.

Missed opportunities

Opportunities to address existing flooding issues

9.9.6. There is an opportunity to mitigate climate change and enhance local flood management in respect of existing local flooding issues which has not been taken. This fails to meet the Highways England objective of a positive legacy for local communities. Specifically, measures related to flood alleviation *could* be introduced at the following borrow pits to address issues in the following locations:

Table 30: *Opportunities to address existing flooding issues*

Borrow pit	Community
Borrow pit No. 1 (West of Brampton)	Brampton
Borrow pit No. 2 (South West Brampton)	RAF Brampton
Borrow pit No. 3 (Galley Hill Fenstanton & Oxholme Farm)	Fenstanton
Borrow Pit 6 (North Dry Drayton Junction & North Junction 14, Grange Farm)	Dry Drayton
Borrow pit No. 7 (Weybridge Farm, Alconbury)	Brampton via Ellington Brook

9.9.7. There is no certainty that a beneficial afteruse / aftercare scheme will be achieved and maintained or that the site will be worked and restored in phased manner. This means the substantial legacy that could be delivered to the local community and the

⁹¹ Code of Construction Practice, Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

environment e.g. through creation of priority habitat and / or public access and amenity will not be delivered.

Detailed long term management plan and 10 year aftercare programme

9.9.8. The delivery of a detailed long term management plan agreed by the local authorities and a 10 year aftercare programme should satisfactorily integrate the sites into the existing landscape, ensuring there is no adverse visual impact for local communities and others. See chapter 9.1 Landscape.

Creation of priority habitats

9.9.9. Borrow pit No. 1 (West of Brampton) and Borrow pit No. 2 (South West Brampton) could be restored to create Priority habitat and public access and amenity, while Borrow pit No. 3 (Galley Hill Fenstanton & Oxholme Farm) could be restored to deliver Priority habitat creation. See chapter 9.3 Ecology.

Transport of hard rock by sustainable means

9.9.10. There is a need to ensure that environmental impacts of the importation of hard rock for the scheme (which cannot be supplied locally) are minimised. Securing the option of a direct access to the Chesterton Rail sidings on the same basis that borrow pits are being promoted would be beneficial.

Summary

9.9.11. The use of 6 borrow pits, located across Cambridgeshire is a major element of the scheme and there are different local impacts arising from each borrow pit. Appendix C lists the different impacts identified at each borrow pit. There are a number of positive and negative impacts that are relevant across the borrow pits in general. In terms of positive impacts the borrow pits will reduce the impact of traffic caused by heavy goods vehicles that might otherwise have to travel further to reach sand, gravel and other resources. It has not been possible to fully assess the negative impacts due to the lack of assessment by the Applicant in certain areas regarding archaeology, noise, dust, biodiversity and hydrology impacts at the borrow pits. There are a number of missed opportunities which the local authorities believe will create a positive legacy for the scheme, in particular the opportunity to alleviate local flooding issues, the delivery of a 10 year landscape management plan, the creation of priority habitats and the opportunity to transport materials by sustainable modes, namely rail.

10. Social and Community matters

10.1.1. This section identifies social and community impacts from the scheme during construction and operation. The impacts focus on specific local impacts which may have also been made as representations to the Planning Inspectorate by groups or individuals specifically affected. The purpose of this chapter is to specify the local social and community impacts and to highlight examples of how the local communities / businesses are affected.

Positive

During operation

Reducing severance and improved access between communities

10.1.2. The scheme would deliver positive community impacts once constructed. For example, at the online section between Fen Drayton and Milton the scheme would provide improved access between existing community facilities along the A14 corridor and to Cambridge via the route improvements.

10.1.3. Also the traffic diverted onto the new offline section of the A14 would result in reductions in traffic levels on the existing local road network and the current A14 route. This would provide relief from existing severance issues between communities and community facilities by easing congestion and reducing hazards.

Improving access for non-motorised users across the A14 corridor

10.1.4. The improvements to Public Rights of Way (PROW) included in the scheme design will deliver significant positive impacts for non-motorised users (pedestrians, cyclists and equestrian travellers). There are significant health and quality of life benefits of improving non – motorised user facilities for communities.

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

10.1.5. The reduction in traffic on the de-trunked section of the new scheme will also offer positive benefits for communities in terms of noise and air quality. Specifically a positive impact in terms of noise reduction has been identified for Stukeley Meadows Primary School (Huntingdon) and Hemingford Nursery School. These improvements would result mainly from re-routing traffic out of town and along the new bypass.

Negative

During construction

Environmental impacts on communities from operation of borrow pits

10.1.6. HGV movements between borrow pits and the construction sites are likely to cause negative impacts on communities in terms of noise, air quality as well as increased congestion.

10.1.7. There would be a negative impact during construction on the community of Boxworth in terms of noise, air quality and congestion. This would be as a result of activity related to the borrow pits, specifically borrow pit 5 which is the largest and therefore is expected to generate more haulage traffic.

Environmental impacts on community facilities

10.1.8. During construction there would also be negative impacts on community facilities such as schools. Noise during construction has been identified as a significant negative impact at Hinchingsbrooke School (Huntingdon) during the daytime with levels of 61–72 $\text{dBL}_{\text{pAeq},12\text{hr}}$ over a period of approximately 5 months commencing in 2020 during earthwork activities for surrounding new and altered roads.

During operation

Land-take impacts on viability

10.1.9. The scheme involves the compulsory purchase of land for the road and for environmental mitigation such as landscape planting. The majority of land take required is agricultural land. This would have implications for their viability where land take is a significant proportion of a farm, or if it would cause severance or changes in access which would alter the farming operation.

10.1.10. In addition to farms there are other businesses / organisations that will be affected by land take such as MAGPAS –the Eastern Air Ambulance Charity based in Huntingdon⁹². The scheme design includes the removal of a private car park, which is within the ownership of part of MAGPAS office facilities. The charity run training courses and generate income indirectly from the car park by offering it as a facility as part of sub-letting the office space. Removal of the car park facility is likely to negatively affect the income of the charity although it is noted that since the end of March 2015, the use of the car park has ceased.

⁹² Representation no.126 25 Feb 2015, Relevant Representations to Planning Inspectorate (2015)
<http://infrastructure.planningportal.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/?ipcsection=relreps&relrep=126>

Land-take impacts on accessibility

10.1.11. 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. The scheme could act as a barrier to movement between communities through traffic impacts and as a physical barrier where none was present before. Additionally, where the scheme would dissect farmsteads, farming operations could need reorganisation, especially in regards to harvest patterns and the movement of farming equipment between severed fields.

Environmental impacts on community facilities

10.1.12. During operation there will be an impact on in terms of increase noise levels at Brampton Primary School – In 2035 with the scheme the predicted noise level at the school would be 48.2 dB_{LpAeq} during the day. This represents an increase of 4.8dB_{LpAeq} during the day with the scheme in 2035. However the total scheme level is below Impact screening criterion (50dB_{LpAeq,T} and a change >3dB) as set out in Government Noise Policy . This school will be impacted by additional traffic using the A14 Huntingdon Southern Bypass and the A1. The noise levels are close to the threshold level of 50dB and the change is greater than >3dB.

10.1.13. The impacts on residential properties at Stewart Close, near to the school are classified as being as minor adverse, due to noise level being above 50dB. As part of the scheme mitigation the Highways England has included a noise barrier fence alongside the A1/A14 at Brampton. It will be important to review noise levels at this location in order to ensure that if noise levels increase beyond the threshold, mitigation is provided.

Missed opportunities

Opportunities to alleviate local flooding issues

10.1.14. Girton has been flooded on three occasions during the last 38 years, and this flooding stems from two streams (The Washpit and The Beck), which drain from the A14. Flood risk has been exacerbated by the developments of the A14 and M11 that have taken place over those 38 years. There are also local flooding issues at Brampton, Fenstanton and Bar Hill. The development of the scheme offers the opportunity to incorporate comprehensive drainage strategies and management of out-flowing water that will decrease, as opposed to increase or leave unchanged the flooding risk.

Summary

10.1.15. During construction there will be negative impacts on communities from the operation of the borrow pits, as a result of the excavation works as well as the

transport of materials from the borrow pits to the site. These impacts will mainly be for the community of Boxworth, closest to Borrow Pit 5.

- 10.1.16. Hinchingsbrooke School will experience an increase noise levels during the construction phase for a period of 5 months as a result of activities associated with the creation and alteration of roads.
- 10.1.17. Once the scheme is complete, it will improve accessibility between communities along the existing A14 corridor, as a result of the reductions in congestion predicted. The reduced traffic flow along the existing A14 will result associated noise and air quality improvements for communities along the route. The scheme will also deliver significant improvements to infrastructure for pedestrians, cyclists and equestrian travellers,
- 10.1.18. Delivering the scheme will require land take and as a result once the scheme is built certain land will be taken permanently. This will be largely agricultural land and may affect the viability of certain farms. There are also other businesses and a charity that will be affected by land take and changes to access as a result of the delivery of the scheme.
- 10.1.19. During operation, negative noise impacts have been identified for Brampton Primary School in the vicinity of the new Southern Bypass and the A1, both of which will experience increased levels of traffic. The noise levels at this location are close to the threshold for mitigation to be introduced. This will need to be monitored and appropriate mitigation provided if the threshold is breached. Equally there are air quality impacts for Cambridge, at the eastern end of the scheme. Monitoring of air quality in the locations identified will need to be followed by introduction of mitigation should levels increase beyond predicted levels and worsen the conditions within the Air Quality Management Area (AQMA) in Cambridge.
- 10.1.20. The Applicant has missed an opportunity to alleviate local flooding issues through the use of balancing ponds and works associated with the borrow pits. The development of the scheme offers the opportunity to incorporate comprehensive drainage strategies and management of out-flowing water that will decrease, as opposed to increase or leave unchanged the flooding risk.

11. Legacy

11.1.1. As part of the Development Consent Order (DCO) Highways England set out a specific objective with regards to the legacy of the scheme.

“Creating a positive legacy that enhances the reputation of Cambridgeshire and which establishes a distinctive gateway to a region known for excellence in science and technology”⁹³

11.1.2. The DCO identifies that this is a step change for Highways England because it is broader than the traditional remit of operating and maintaining the trunk and motorway network. To deliver the objective the HA identify 1) ‘quality of life’ and 2) ‘local economic growth’ as specific themes to deliver the objective.

Design elements creating positive legacy

11.1.3. The following aspects, incorporated into the design have been identified as bringing direct benefits:

- Removal of the Huntingdon road viaduct over the East Coast Mainline;
- 12 km of new NMU routes;
- NMU bridges at Swavesey and Bar Hill
- Public rights of Way (PRoW) across A1 providing an NMU link to Brampton Services and Brampton Wood.

Quality of life

In terms of quality of life the following legacy benefits have been identified by the Applicant:

11.1.4. The removal of the road viaduct over the East Coast Mainline and the creation of link roads and new accesses for NMUs create several legacy benefits for Huntingdon town centre and the surrounding area. The removal of the viaduct creates the direct benefit of removing the visual, noise and other environmental impacts from the traffic that passes through the town using the existing A14.

11.1.5. The creation of the new facilities for NMUs improves access to Huntingdon town centre and reduces the impact of traffic on the historic town bridge between Huntingdon and Godmanchester. In addition the HA are planning to use heritage fencing to replace fencing at Mill Common and on the Views Common link to Hinchbrook Park Road which reflects and strengthens the historic background within this location.

⁹³ 7.2 Case for the Scheme, A14 Cambridge to Huntingdon Improvement Scheme, DCO Submission, Highways Agency (2014)

11.1.6. Other legacy aspects have been included such as landscape treatment and the early delivery of improved noise barriers to the latest standards at designated Important Areas.

6.4.40. The delivery of 'Green Infrastructure' is identified as part of the legacy delivery. A Net gain (c271HA) in more valuable semi-natural habitats is expected as well as improvements in habitat connectivity. The removal of the existing A14 and embankments across Views Common will lead to the return of the area to grassland / planting, the reduction of severance in the area and an enhanced sense of place.

11.1.7. The 12KM NMU shared cycleway / footway from Fenstanton to Girton alongside the local access road offers legacy benefits for landscape treatments and habitat connectivity which will lead to benefits for wildlife in the area. The new NMU bridges at Swavesey and Bar Hill, enhanced PRoWs and the de-trunking of the existing A14 between Brampton and Swavesey will lead to a number of direct legacy benefits including improved local connectivity between local communities and key employment sites.

11.1.8. In terms of delivering legacy the DCO identifies that the Strategic Stakeholder Board (SSB) will provide strategic direction for the scheme and oversee sub-groups tasked with developing and delivering legacy themes.

Local Economic Growth

11.1.9. Further legacy objectives are planned to be delivered at the construction phase. These include supporting young people and schools, supporting neighbourhoods, promoting health and well-being; and building capacity within the voluntary and community sector. Local economic growth will be delivered through two strands: education, employment and skills; and open procurement.

11.1.10. The scale of the scheme at £1.5 billion and an estimated peak workforce of 1,800 people creates both a significant challenge, at a time of expansion in the construction sector, and an opportunity to develop a regional construction supply chain and workforce with the right capabilities, skills and knowledge.

11.1.11. The scheme would provide the potential to create local and regional employment during the planning and construction phases and to provide local people with the chance to learn new skills, which would remain relevant in a growing regional and national construction sector. It would also provide the opportunity to raise the profile of the sector, encouraging new entrants and to develop a training infrastructure that is relevant to the workforce needs of the industry.

11.1.12. The aim of the open procurement strand is to ensure that opportunities to access contracts are open to all potential contractors and, in particular, to SMEs and new entrants into the sector.

What the local authorities want to see delivered

11.1.13. The A14 Cambridge to Huntingdon improvement scheme is one of the UK's largest road projects and represents a significant investment in the region by both central and local government. It is imperative that every opportunity is taken to ensure the scheme delivers a positive for residents and all communities across the scheme area and beyond. The section below identifies the key opportunities for creating a positive legacy that will need to be addressed to maximise the positive impacts brought about by the scheme.

Landscape legacy

11.1.14. The removal of the Huntingdon Viaduct offers a number of environmental, economic and social benefits. We would wish to see the opportunity taken to maximise the legacy opportunities available.

11.1.15. The removal of the existing road viaduct over the East Coast Mainline railway would: benefit the townscape of, and some views in Huntingdon, particularly the setting of the Huntingdon Conservation Area, improve views from public rights of way and accesses to Huntingdon railway station as well as improving the setting of the listed canopy of the railway station; and offer the opportunity for regeneration within Huntingdon town centre by removing the severance caused by the viaduct and by widening accessibility opportunities across the town and reducing journey times.

11.1.16. The existing A14 viaduct and its associated traffic is a substantial landmark feature across Brampton Road and the East Coast mainline railway and detracts from the visual quality of these approaches to the town. As identified previously the removal of the viaduct will have significant benefits in terms of the landscape and visual amenity of the area.

11.1.17. The ES identifies that Huntingdon Rail Station will benefit from an improved setting for this listed building and its canopy. The removal of the viaduct offers the opportunity to benefit the setting of this listed building, the opportunities to do this need to be scoped out earlier on to ensure that improvements to the area can be undertaken during the construction phase or safeguarded for implementation in the future.

11.1.18. The removal of the viaduct and its embankments would help to mitigate the loss of open space and the privately owned green space at View Common, in accordance with Policy HW7 within the Huntingdon West Area Action Plan⁹⁴.

11.1.19. In terms of the landscape around the borrow pits used for the scheme the DCO contains a commitment for management for a period of 5 years. This is unacceptable to the local authorities and it is the County Council's position to seek a

⁹⁴ Huntingdon West Area Action Plan, Huntingdonshire District Council (2011)

minimum of 10 years for aftercare management. This legacy element is detailed further in para. 6.1.1.

11.1.20. With regard to artificial lighting introduced by the scheme, an assessment of the impact of artificial lighting on people and their living conditions, particularly in residential areas close to junctions would determine impacts on health and quality of life.

11.1.21. As minimum there should be a commitment to ensure that artificial lighting will be installed having due regard to national and industry best practice guidance and standards

Cultural heritage legacy

11.1.22. Archaeological projects run in Cambridgeshire build an element of community engagement in all major projects. We would like to see an integrated approach to this aspect in order that a positive legacy for cultural heritage is achieved. The creation of a public information centre for finds from the excavation works would be of educational and cultural interest for the community and visitors.

Ecology

11.1.23. In terms of the legacy of the scheme on Cambridgeshire's ecology, the Applicant will need to undertake further assessments on a number of areas in order that the local authorities can be confident of the ecological impacts of the scheme. In particular there has been inadequate assessment of the impacts on Buckden Gravel Pits County Wildlife Site and Fenstanton County Wildlife Site. Further assessment of the impact on terrestrial invertebrates and on reptiles will also be necessary. Finally, a long term water strategy is proposed but further assessment /mitigation is required to ensure that biodiversity sites, at Brampton Wood SSSI and Fenstanton County Wildlife Site are not adversely affected by dewatering.

11.1.24. The Applicant has only committed to 5 year management of the borrow pits resulting in the loss of long-term ecological compensation sites as well as the loss of a potential overall net gains in biodiversity value as part of the scheme. This does not accord with the Cambridgeshire and Peterborough Minerals and Waste Plan, which seeks to secure biodiversity gains. At the very least the local authorities expect 10 years management of minerals and waste sites that result in the loss of significant biodiversity value, as per the example of Whitemoor Marshalling Yard County Wildlife Site in Fenland.

11.1.25. The opportunity to enhance the environment for species of County Importance, such as Cetti's Warbler could be taken through the development of priority habitats.

Noise and Vibration

- 11.1.26. The noise impacts of the scheme, particularly in the operational phase, are a priority concern for residents, communities and businesses in the scheme area. Noise from road traffic can have health impacts and long term impacts on quality of life. Mitigation measures proposed by Highways England include noise barriers and insulation to complement the use of low-noise road surfacing.
- 11.1.27. The 'Important Areas' for noise as classified by Defra, have been identified in the ES and mitigation in these areas is included in the plans. Outside of the 'Important Areas' there are areas where the impact is classified as 'minor adverse' and it may be necessary in these areas to make alterations to the design of noise barriers in order to mitigate these residual impacts.
- 11.1.28. The Applicant should seek to cooperate with the promoters of new developments in order to ensure that a joined up approach is taken to ensuring a positive legacy in terms of the noise environment.

Pedestrians, cyclists and equestrian travellers

- 11.1.29. The local authorities expect modern cycle and pedestrian routes that reflect the levels of use and the standards typically seen on the dedicated routes alongside the Cambridgeshire Guided Busway. The inclusion of solar studs in unlit areas is one specific design aspect which will ensure that NMU routes can be used as much as possible in both the day and the evening periods.
- 11.1.30. As part of removal of Huntingdon viaduct, Brampton Road will be returned to its previous form. Currently the pavement is wide enough for pedestrian and cyclists and is frequently used by commuters to the rail station and by children travelling to Hinchingsbrooke School and those employed within the Hinchingsbrooke area as well as part of the Brampton to Huntingdon walking and cycling route.
- 11.1.31. As part of the scheme a number of previously severed public rights of way are being reconnected. The joint local authorities are supportive of the positive impact this will have for communities in terms of improving accessibility and opportunities for sustainable travel. There are several areas where opportunities to maximise the legacy benefits for public rights of way exist are not currently included as part of the scheme.
- 11.1.32. The Applicant has identified the Borrow Pit sites as being suitable for an informal recreational after use, but there is no mechanism to guarantee public access for this use. As a very minimum, it is considered that additional public rights of way should be created around the sites to the west and south west of Brampton. During the pre-submission stage Cambridgeshire County Council requested a footpath link between Footpath 3 and Grafham Road running within the northern boundary of Borrow Pit 2. RAF Brampton is being redeveloped as residential housing and this would provide an off-road link between the estate and the countryside served by Grafham

Lane. This link is a missed opportunity to secure easy access to the countryside for residents of the development.

11.1.33. Another important aspect that has been overlooked is the necessity for a mechanism to ensure that the plans for the connection of PROWs are clearly and correctly recorded so that Cambridgeshire County Council's Definitive Map can be updated with accurate information.

11.1.34. Bridleway No. 6 "The Stukeleys" currently connects to a lay-by on the eastern side of the A1. It is proposed that the lay-by will be stopped-up and closed by the DCO, which will effectively sever this PROW from meeting another highway. At present this lay-by is used by local people who park there and walk their dogs along the bridleway. This will no longer be possible after the completion of the scheme and will result in the severing of a public highway with an adverse impact on connectivity.

Economic legacy

11.1.35. The scheme provides economic benefits to the County through the reduction in congestion between Cambridge and Huntingdon as well as on local routes around Huntingdon. There are also significant opportunities to deliver economic benefit to the area in the construction phase through local and regional employment and training. The DCO sets out the high level aspirations of supporting young people and schools, supporting neighbourhoods and building capacity within the voluntary and community sector.

11.1.36. The local authorities are supportive of this aspiration and are members of the Strategic Stakeholder Partnership Board looking at legacy planning. The local authorities are supportive of the progress being made through the Board but would emphasise the importance of developing more detailed plans regarding the programmes for education, employment and skills which should set out how contractors will be required to deliver the programme in greater detail. Details including targets of the numbers benefiting from employment and training as a result of the scheme will provide greater substance to the picture of economic legacy to be delivered by the scheme.

Minerals and Waste incl. Borrow Pits

10.1.39. The local authorities have set out in the Local Impact Report the impacts that the pits have at the local level. It is an important part of mitigation of construction impacts that materials are locally sourced where possible, and the County Council fully supports this principle. However, the local authorities note the objectives of the Applicant to provide a long term positive legacy to local communities and businesses. Restoration of the borrow pits is considered by the local authorities to be an element of securing this legacy in respect of nature conservation, flooding and rights of way, plus enhancements to public amenity and informal leisure opportunities for the local community and others

11.1.40. A 10 year Aftercare management scheme is crucial, as well as the consideration of aftercare beyond a 10-year period. The Borrow pits restoration plan is inadequate and does not secure a minimum 10 year after-care period. Discussion on this matter is ongoing. A 10 year aftercare programme and new public rights of way around the borrow pits would result in enhancements to landscape character, visual amenity, biodiversity and a new resource for passive recreation for local residents and visitors. This is especially relevant at Borrow Pits 1 and 2, west and south west of Brampton where construction and operation phases of the scheme will have large scale adverse impacts for many years until mitigation planting has matured and begins to fulfil its screening and integrating functions. These Borrow Pits have the potential when together with Brampton Woods SSSI, Grafham Water SSSI, and the Ouse Valley meadows and gravel pits to form a substantial block of nature conservation and informal recreation sites, and contribute to the objectives of the Cambridgeshire Green Infrastructure Strategy.

11.1.41. The Applicant has the opportunity to alleviate long standing local flooding issues through balancing ponds and the use of flood storage areas at borrow pits. Further detail is included in 6.1.15.

11.1.42. Finally, there is a need to ensure that environmental impacts of the importation of hard rock for the scheme (which cannot be supplied locally) are minimised. Securing the option of a direct access to the Chesterton Rail sidings on the same basis that borrow pits are being promoted would be beneficial.

Flooding and Water

11.1.43. Opportunities exist as part of the scheme to alleviate flood risk in certain areas. The proposals make provision for flood compensation from the road scheme, but fail to take the opportunity to provide further mitigation to alleviate local flooding issues, which could be provided at minimal additional cost, with significant benefit to local communities.

11.1.44. Several areas along the route, e.g. at Brampton, Fenstanton, Bar Hill and Girton, already have significant flood risk issues and the Local Authorities and the Environment Agency have, throughout the pre-application consultation period, highlighted the potential for borrow pits to assist in alleviating local flooding issues. This approach is consistent with Policy 100 of the NPPF, which advises Local Authorities to consider, 'using opportunities offered by new development to reduce the causes and impacts of flooding.' Given the overall environmental impacts of the scheme on local communities, it is considered that the possibility of providing long term legacy benefits to those communities as part of the scheme is all the more important, and entirely consistent with the stated objectives of the Applicant to secure a positive legacy.

Appendices

DRAFT

Appendix A: Policy Assessment Of The Scheme and Degree Of Compliance with Local Plans and Policies



Compliant with Policy



Currently considered contrary to Policy

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	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
The Cambridgeshire Local Transport Plan 2011 - 2031 (LTP3) Cambridgeshire County Council (2014) including Cambridgeshire Long Term Transport Strategy (LTTS)	Objectives:- Enabling people to thrive, achieve their potential and improve quality of life Supporting and protecting vulnerable people Managing and delivering the growth and development of sustainable communities Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise Meeting the challenges of climate change and enhancing the natural environment	Plan makes reference to the scheme – notes that scheme will provide some relief to traffic problems in Huntingdon, Godmanchester, Brampton and St Ives, but new transport links will still be needed to cater for new development. Plan recognises 3 of 4 AQMAs in Huntingdonshire and single AQMA in South Cambridgeshire that are caused by the heavy flow of traffic and regular congestion on the A14 between Cambridge and Huntingdon. The proposed scheme is expected to have a positive impact on air quality along the route, particularly in Huntingdon itself. LTTS notes that the A14 Cambridge to Huntingdon scheme is a critical intervention to support development.	
	Transport Strategy for Cambridge and South Cambridgeshire, Cambridgeshire County Council (2014)	TSCSC 1 : The strategy approach TSCSC 4: National Networks: trunk roads, motorways and rail	

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	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
	TSCSC 9: Access to jobs and services	Scheme contributes to improving access by reducing congestion – new NMU routes also improve access to Cambridge from South Cambridgeshire.	
	TSCSC 12: Encouraging cycling and walking	Scheme includes creation of 12km of new NMU routes, including reinstatement of previously severed routes.	
	TSCSC 13: Provision of new highway capacity	TSCSC notes that scheme will address capacity problems as well as providing capacity that will allow new development at Alconbury, Godmanchester, Northstowe and on the edge of Cambridge.	
	TSCSC 17: Air quality	TSCSC notes scheme will reduce congestion on the A14 and through the Bar Hill to Milton AQMA, and in places reroute the corridor further away from residential areas in that AQMA.	
	TSCSC 18: Protecting the environment	Highways scheme will result in inevitable negative environmental impacts, Environmental Statement identifies mitigation to minimise impacts on the natural environment.	
Huntingdon and Godmanchester Market Town Transport Strategy, Cambridgeshire County Council (2014)	<p>Aims:</p> <ul style="list-style-type: none"> • Support strategic sustainable development in and around Huntingdon • Keep Huntingdon moving • Ensure good transport links between new and existing communities, and the jobs and services people wish to access • Enhance the transport linkages within Huntingdon • Make travel safer 	Strategy highlights the importance of the A14 and the growing dependency on the area for successful delivery of the scheme to relieve existing network pressure, and cater for forthcoming development.	

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	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
	<ul style="list-style-type: none"> Protect the historic and natural environment 		
<p>Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Cambridgeshire County Council and Peterborough City Council (July 2011)</p>	<p>CS11 Sand and Gravel Borrow pits</p> <p>CS12 Engineering Clay</p> <p>CS13 Additional Mineral Extraction</p> <p>CS22 Climate Change</p> <p>CS25 Restoration and Aftercare of Mineral and Waste Management Sites</p> <p>CS32 Traffic and Highways</p> <p>CS33 Protection of Landscape Character</p> <p>CS34 Protecting Surrounding Uses</p> <p>CS35 Biodiversity and Geodiversity</p> <p>CS36 Archaeology and Historic Environment</p> <p>CS37 Public Rights of Way</p> <p>CS38 Sustainable Use of Soils</p> <p>CS39 Water Resources and Water Pollution Prevention</p>	<p>See Written Representations document Appendix D for full assessment of scheme against policies.</p>	

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	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
	CS40 Airport Safeguarding		
	CS41 Ancillary Development		
Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, Cambridgeshire County Council and Peterborough City Council (February 2012)	SSP M2 Area of Search Allocations for Sand and Gravel Borrow pits to serve future A14 improvements SSP M7 Area of Search Allocations for Engineering Clay Borrow pits to serve future A14 improvements:	See Written Representations document Appendix D for full assessment of scheme against policies.	
Rights of Way Improvement Plan - Rights of Way: the Way Ahead, Cambridgeshire County Council (2005)	SOA1 – Making the Countryside More Accessible	Improvements to PROW that were severed as part of previous road improvements at Bar Hill and Brampton. Provision of long distance NMU route from Swavesey Junction to Girton and to south of A14 from Dry Drayton Junction to Girton and into Cambridge.	
	SOA2 – A Safer Activity	Provision of long distance NMU route from Swavesey Junction to Girton and to south of A14 from Dry Drayton Junction to Girton and into Cambridge.	
	SOA5 – Filling in the Gaps	Provision of new PROW / NMU links to join PROW that were severed by the previous A14 scheme including Lolworth FP5 to Bar Hill BR1 and Brampton BR19 to the highway network to the east of the A1(T).	
	SOA7 – Develop Definitive Map and Other Records	Reconnection of PROW links that were severed by previous road improvements, improves the legal record by resolving long standing anomalies.	Compliant in terms of those routes being reconnected but not compliant for two routes – notably - The Stukeleys

	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
			Bridleway 6 and Brampton Footpath 3.
Cambridgeshire Green Infrastructure Strategy (2011)	<p>To reverse the decline in biodiversity</p> <p>To mitigate and adapt to climate change</p> <p>To promote sustainable growth and economic development</p> <p>To support healthy living and well-being</p>	<p>The Cambridgeshire Green Infrastructure Strategy is designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future.</p> <p>The scheme provides new ecological mitigation planting.</p> <p>The scheme is compliant in this objective in that it provides 12km of new NMU routes which provide the opportunities for increased travel by sustainable modes.</p> <p>The NMU links provide connections between communities across the county and support the growth of communities such as Northstowe.</p> <p>The scheme is compliant in this objective in that it provides 12km of new NMU routes which provide the opportunities for increased travel by sustainable modes.</p>	
Cambridgeshire’s Local Flood Risk Management Strategy (2013)	<p>Understanding flood risk in Cambridgeshire</p> <ul style="list-style-type: none"> •Managing the likelihood and impact of flooding •Helping Cambridgeshire’s citizens to understand and manage their own risk •Ensuring appropriate development in Cambridgeshire •Improving flood prediction, warning and post flood recovery. 	<p>The strategy sets out the roles and responsibilities of Flood Risk Management Partners within the County, highlighting the position of the County Council as the Lead Local Flood Authority under the Flood and Water Management Act 2010.</p> <p>A review of the scheme has not identified any areas where the scheme contradicts the strategy approach.</p>	
Cambridgeshire Landscape Guidelines (1993)	<ul style="list-style-type: none"> •Mobilise care and action amongst the main bodies who play the most active role in generating tomorrow’s landscapes. •Improve overall visual quality and strengthen the contrasts between 	<p>In general the detailed landscape mitigation detailed in Ch. 10 – “Landscape” of the Environmental Statement reflects the principles set out in the Cambridgeshire Landscape Guidelines.</p>	

	<u>Relevant policies</u>	<u>Comment</u>	<u>Compliance with Plan / Policy</u>
	<p>landscapes in different parts of the County (emphasising a sense of place).</p> <ul style="list-style-type: none"> •Integrate wildlife conservation into landscape action at all scales from planning at a county level, through site planning, design and management, to the detailing of “hard” and “soft” features at the smallest scale. •Protect and enhance historic features. •Conserve existing features and create landmarks and ‘personality’ in the landscape. 		
Cambridgeshire Joint Air Quality Action Plan (2010)	<p>The Air Quality Action Plan (AQAP) was developed by Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council. 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.</p>	<p>The specific actions related to the A14 and improving air quality are:</p> <ul style="list-style-type: none"> •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 <p>The scheme includes proposals that seek to meet the objectives set out in plan.</p>	

Appendix B: Historical development of the scheme

“Roads for Prosperity” White Paper (1989)

1.1. Improvement of the road now known as the A14 was first proposed in the Government’s 1989 “Roads for Prosperity”⁹⁵ White Paper where it was included as three contiguous schemes:

- A604 Huntingdon to Cambridge (renumbered A14 in 1993)
- A rebuilt Girton Interchange (M11 Junction 14)
- A widened A45 (renumbered A14 in 1993) Cambridge Northern Bypass

Cambridge to Huntingdon Multi-Modal Study (CHUMMS) (2001)

1.2. The Cambridge to Huntingdon Multi-Modal Study (CHUMMS) was commissioned by Government in 1998 to investigate the combined problems of congestion, road safety and residential development pressure in the Cambridge and Huntingdon area⁹⁶. The Cambridge to Huntingdon Multi-Modal Study (CHUMMS) Final Report was published in August 2001. This identified the A14 improvement scheme as part of a range of multi-modal solutions to the transport problems of the corridor.

1.3. The CHUMMS recommendations included public transport improvements (the now completed Cambridgeshire Guided Busway), rail freight improvements between Felixstowe to Nuneaton, additional demand management measures in Cambridge and traffic calming measures in villages along the corridor. CHUMMS recognised that the A14 between Cambridge and Huntingdon was a growth corridor, and it identified, and included, significant development in the travel demand forecasts.

⁹⁵ “Roads for Prosperity White Paper, Department of Transport (DOT) (1989)

⁹⁶ Cambridge to Huntingdon Multi Modal Study, Department for Environment, Transport and the Regions (DETR) (2001)

Progress with CHUMMS recommendations

Works are on-going to increase the capacity of the rail route between Felixstowe and Nuneaton in both the size and number of freight trains that the route can accommodate.

The Cambridgeshire Guided Busway opened in 2011 and has become a highly successful public transport system, providing connections beyond the Busway to Huntingdon and Peterborough. Traffic calming measures within villages on the A14 corridor were implemented in 2003 and 2004 with the aim of reducing the use of rat-runs by vehicles avoiding congestion on the A14.

In Cambridge measures to manage demand in the city centre have been introduced, including further stages of the Core Traffic Scheme and extension of the Cambridge Park & Ride network. In addition, transport strategies for the market towns of Huntingdon, St Ives and St Neots have all had to deal with the local implications of the impact of the current congested A14, particularly during the numerous incidents that occur on an almost daily basis when local routes within these areas are the only viable alternatives.

Initial Appraisal of Route Options Report (2003) and development of the CHUMMS Strategy (2003-2005)

- 1.4. Following the CHUMMS recommendations a large number of routes were considered with 24 combinations of options being assessed within the Initial Appraisal of Route Options Report⁹⁷. Of these, 18 were rejected on safety, environmental or engineering grounds and the remaining options were developed further.
- 1.5. A route was developed following the recommendations of the CHUMMS study, referred to as the CHUMMS strategy⁹⁸. This detailed a route that comprised of:
 - a new dual carriageway to the south of Huntingdon between Ellington and Fen Drayton;
 - widening of the existing A14 to three lanes in each direction between Fen Drayton and Fen Ditton;
 - local access roads alongside the widened A14 to separate local and strategic traffic;
 - major interchanges with the A1 at Brampton, the existing A14 at Fen Drayton and the M11/A428 at Girton; and
 - the removal of the Huntingdon road viaduct over the East Coast Mainline railway, together with road improvements within the town.
- 1.6. An alternative proposal which retained the existing A14, providing a new two lane route in each direction between Ellington and Fen Drayton, and included the re-construction of the viaduct, was also considered. The CHUMMS Strategy was taken to a public consultation

⁹⁷ Initial Appraisal of Route Options Report, Department for Transport (2003)

⁹⁸ CHUMMS Strategy, Department for Transport (2003)

between March and June 2005, together with the alternative proposal. 4,182 completed questionnaires were received and of these 57% said they preferred the CHUMMS Strategy whilst 16% said they preferred the alternative proposal.

Legal Challenge and second public consultation (2006)

1.7. In 2006, an unsuccessful legal challenge as to the process of selection of the alignment of the Huntingdon southern bypass was mounted by local opponents of the scheme. The Highways Agency consulted further on alignment proposals for the Huntingdon southern bypass section of the A14 between Ellington and Fen Ditton. The consultation considered two options together with two variations previously considered within the Stage 2 Environmental Assessment and Scheme Assessment Reports, referenced against the route for this section of the road shown in the CHUMMS Strategy, presented at the consultation of 2005. The second public consultation ran between December 2006 and March 2007. 3,667 completed questionnaires were received and of these 62% said they preferred the route as presented within the CHUMMS Strategy.

A14 Huntingdon Study (2006)

1.8. The A14 Huntingdon Study⁹⁹ was commissioned by the Highways Agency in conjunction with the local authorities to assess the effectiveness of proposed A14 connections with the local network in the vicinity of Huntingdon. The study concluded that removing the viaduct, replacing it with an at-grade junction in Brampton Road, building the West of Town Centre Link and providing a new link at Mill Common to the existing A14 would be most beneficial to the town in economic terms.

A14 Ellington to Fen Ditton Scheme (2007-2010)

1.9. Following the consultation a preferred route was announced in 2007 and the scheme was developed with an estimated cost of £1.1 billion and a start of construction date of early 2012. Plans were drawn up to commence a public inquiry in July 2010 but in government's 2010 Spending Review the A14 Ellington to Fen Ditton scheme was withdrawn from the roads programme as it was considered to be unaffordable in the financial climate current at that time¹⁰⁰.

The A14 Study (2011-2012)

1.10. Whilst the estimated £1.1 billion A14 Ellington to Fen Ditton improvement scheme was considered unaffordable by Government in 2010 when it was withdrawn, it was recognised by the Secretary of State that a solution was still needed to the growing problem of traffic congestion in the trunk road corridor between Huntingdon and Cambridge. In 2011 a study was commissioned by the Department for Transport¹⁰¹, in conjunction with

⁹⁹ A14 Huntingdon Study, Highways Agency (2006)

¹⁰⁰ A14 Ellington to Fen Ditton Scheme, Highways Agency (2007)

<http://webarchive.nationalarchives.gov.uk/20090322020841/http://www.highways.gov.uk/roads/projects/421.1.aspx>

¹⁰¹ A14 Study, Department for Transport (DfT) (2011)

the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to this problem.

- 1.11. The A14 study resulted in a public challenge exercise, aimed at encouraging the public and other stakeholders to participate in the debate, and the production by consultants of three study output reports. Study Output 3 comprised an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study, including shortlisted six highway packages. Six packages of highway measures were identified and appraised.
- 1.12. At the time, Government's direction was for a scheme which could be partly self-funding through application of a tolling element. Each package was assessed using HM Treasury's five-case model (consisting of the strategic case, economic case, financial case, management case and commercial case).
- 1.13. Option 3 (which included a southern bypass to Huntingdon with a link to the A1, the downgrading of the existing A14 through the town and the online widening of the A14 between Huntingdon and Cambridge) and Option 5 (which was similar but retained the existing A14 through Huntingdon for east to north movements and introduced a local access road linking Huntingdon with Cambridge) proved to be the most effective solutions. The final section of the report considered the impact of tolling and identified a seventh highway package which combined elements of Options 3 and 5 to offer an effective tolled solution.
- 1.14. Through a cost benefit analysis carried out by the Highways Agency Option 5 was identified as the best performing option. This consisted of:
- Huntingdon southern bypass as a two-lane dual carriageway, with a tie in south east of Fenstanton;
 - local access roads between Swavesey and Girton plus full Girton enhancement;
 - enhancement of Cambridge Northern Bypass; and
 - Huntingdon Viaduct retained in its current arrangement for strategic traffic to/from the A1(M).
- 1.15. However, Option 5 would not perform well as a tolled scheme; with a toll in place, much of the strategic traffic would be expected to continue to use the existing A14 via Huntingdon. As a result, a new option was developed and named as Option 7, which combined the better performing operational features of Option 5, such as the local access road, together with Option 3. Option 7 was the same as Option 5, except for:
- Downgrading of the existing A14 alignment north of Swavesey with removal of the Huntingdon road viaduct over the East Coast Mainline railway; and a three lane Huntingdon southern bypass with additional junctions linking to the A1
- 1.16. Given that tolling was a requirement of the scheme at this time, Option 7 was identified as the best performing option because it combined:

- the positive characteristics of options that downgraded the existing A14 around Huntingdon, as incorporated in Option 3, with the expectation of attracting most if not all of the strategic traffic to the new bypass; and
- the local access road in Option 5 which, in conjunction with the downgraded section, would offer a free route attractive to local traffic but less so to strategic traffic due to its passage through urban areas
- the A1198 for local traffic.

A14 Cambridge to Huntingdon Scheme (2012-2013)

- 1.17. In July 2012 the Secretary of State for Transport, Justine Greening MP, announced that the A14 Cambridge to Huntingdon improvement scheme would be taken forward, with construction work hoped to commence in 2018. The same statement also confirmed that tolls would be introduced over part of the enhanced route.
- 1.18. In June 2013 the Government announced it would provide £1bn to upgrade the A14, with a requirement that local authorities contributed £100m to the project. Local authorities and Local Enterprise Partnerships, led by Cambridgeshire County Council, agreed to make a local contribution to the scheme.

Tolling (2012-2013)

- 1.19. The document, 'Investing in Britain's Future'¹⁰², published in June 2013, confirmed commitment to the upgrade of the A14 between Cambridge and Huntingdon, subject to value for money and deliverability. It confirmed that funding would be supported by contributions from local authorities and local enterprise partnerships plus tolling.

Public consultation on route options (Autumn 2013)

- 1.20. A non-statutory consultation was held over a five-week period in autumn 2013. This sought the views of the public and stakeholders on the proposed scheme and options previously considered under the A14 Study, as well as tolling arrangements.
- 1.21. The options consultation confirmed that tolling proposals generated significant antipathy. In connection with the Autumn Statement 2013 and within a speech given at the Institution of Civil Engineers on 4 December 2013 to launch the National Infrastructure Plan 2013¹⁰³, Danny Alexander MP, in his role as Chief Secretary to the Treasury, confirmed that the scheme would not be tolled. He stated that this decision would not delay the scheme and that the related costs would be covered by government.

Consultation on the proposed scheme (April – June 2014)

- 1.22. A statutory consultation was held between 7 April and 15 June 2014. This engagement sought the views of the public and stakeholders on the scheme. Over 1,150

¹⁰² "Investing in Britain's Future", HM Treasury (2013)

¹⁰³ National Infrastructure Plan 2013, HM Treasury (2013)

responses to the questionnaire published by the Highways Agency were received and more than 1,350 people responded on the scheme overall.

- 1.23. The Consultation Report¹⁰⁴ (November 2014) set out how the scheme has evolved in response to comments received through statutory consultation. Ongoing engagement with the Environment Agency on technical matters informed the development of the scheme in respect of flood compensation. As a consequence of this engagement, the crossing over the River Great Ouse was changed from a single multi-span viaduct with an embankment over the flood plain to two multi-span viaducts separated by a short embankment. Also, additional flood compensation areas were introduced and others modified. These changes were made to ensure that there would be no increased flood risk as a consequence of the scheme.

¹⁰⁴ 5.1 Consultation Report, A14 Cambridge to Huntingdon Improvement Scheme DCO submission, Highways Agency (2014)

Appendix C: Local Impacts at individual Borrow pits

*SCDC are seeking a minimum of 15 year aftercare management scheme for the borrow pits.

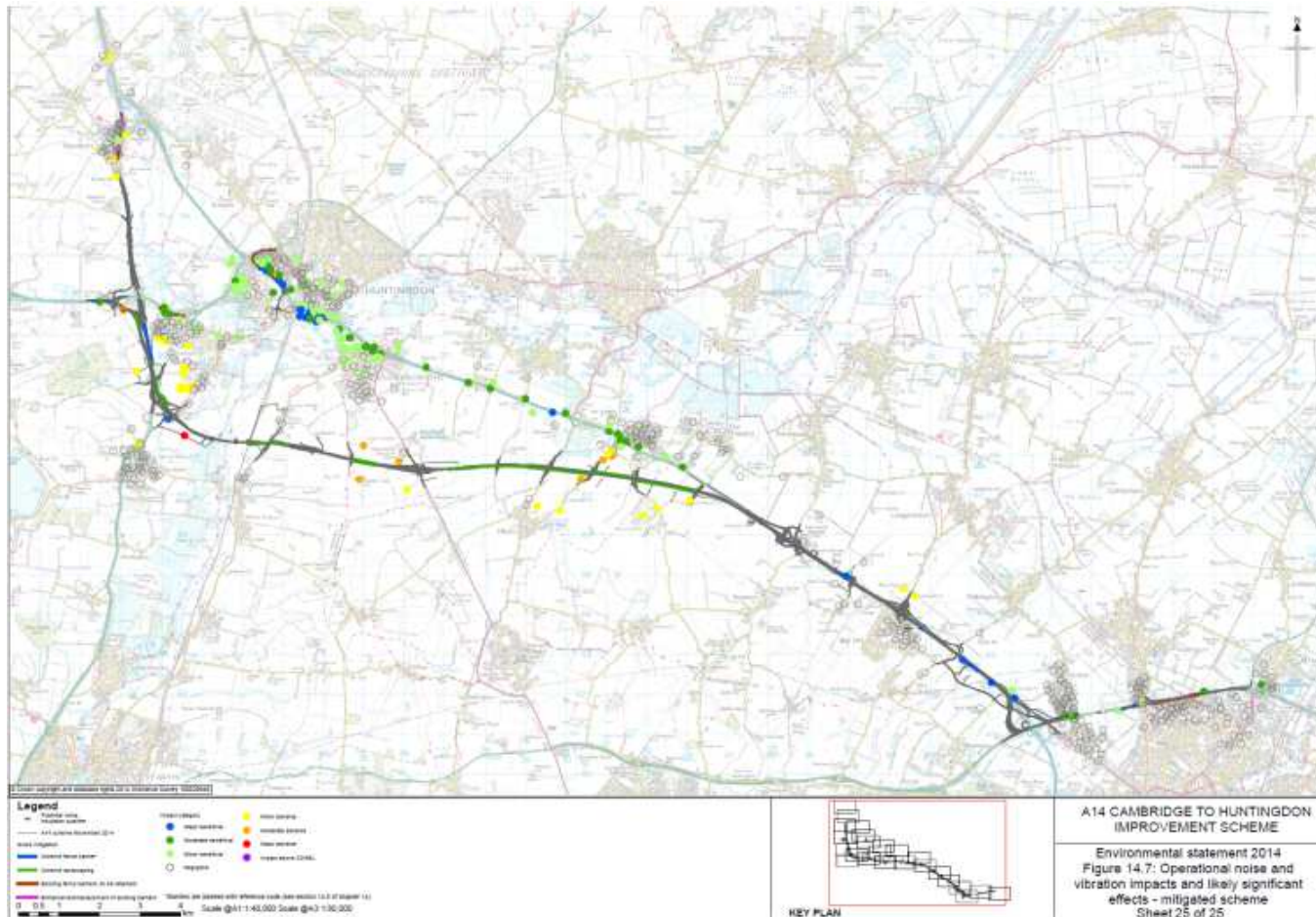
Impact	Highway Agency Borrowpit No. 1 (West of Brampton)	Highway Agency Borrowpit No. 2 (South West Brampton)	Highway Agency Borrowpit No. 3 (Galley Hill Fenstanton & Oxholme Farm)	Highway Agency Borrowpit No 5. (Boxworth)	Highway Agency Borrowpit No. 6 (Slate Hall Farm / Grange Farm)	Highway Agency Borrowpit No. 7 (Weybridge Farm, Alconbury)
Location of Sand and Gravel Borrow pits	Broadly aligns with Area of Search	Aligns with Area of Search	Aligns with Area of Search	Broadly aligns with Area of Search	Broadly aligns with Area of Search	Aligns with Area of Search
Additional Mineral Extraction	Extension area justified	n/a	n/a	Extension area justified	Extension area justified	n/a
Climate Change	Potential (not taken) to address local flooding issues in Brampton & to deliver new habitat (carbon sink)	Potential to address surface water attenuation for RAF Brampton needs investigation & delivery of new habitat (carbon sink)	Potential (not taken) to address local flooding issues in Fenstanton & to deliver new habitat (carbon sink)	Compliant with policy	Potential (not taken) to address local flooding issues in Bar Hill and Girton.	Potential (not taken) to address surface local flooding issues in Brampton via Ellington Brook
Sustainable Transport of Minerals and Waste	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised
Restoration and Aftercare of Borrow pit	Requires phased restoration plan to deliver beneficial afteruse required, with 10 year aftercare scheme	Requires phased restoration plan to deliver beneficial afteruse required, with 10 year aftercare scheme	Requires phased restoration plan to deliver beneficial afteruse required, with 10 year aftercare scheme	Subject to phased restoration to agricultural afteruse is appropriate	Subject to phased restoration and a 10 year aftercare scheme* restoration is acceptable	Subject to phased restoration and a 10 year aftercare scheme* restoration is acceptable
Traffic and Highways	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised	Traffic movements will be minimised
Protection of Landscape Character	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme*	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme*	Satisfactory subject to detailed landscaping scheme to be agreed, with 10 year aftercare programme*
Protecting Surrounding Uses	Inappropriate standard for noise	Inappropriate standard for noise	Inappropriate standard for noise	Satisfactory subject to the mitigation of	Inappropriate standard for noise	Inappropriate standard for noise

Impact	Highway Agency Borrowpit No. 1 (West of Brampton)	Highway Agency Borrowpit No. 2 (South West Brampton)	Highway Agency Borrowpit No. 3 (Galley Hill Fenstanton & Oxholme Farm)	Highway Agency Borrowpit No 5. (Boxworth)	Highway Agency Borrowpit No. 6 (Slate Hall Farm / Grange Farm)	Highway Agency Borrowpit No. 7 (Weybridge Farm, Alconbury)
	applied. Detailed noise assessment / mitigation required for Rectory Farm and Brampton Lodge. Soil storage area should be set back further from Rectory Farm. Long term landscape scheme addressing visual impact should also be provided for both properties.	applied, and there needs to be an assessment for dust. There may be a greater number of properties adversely affected which need appropriate mitigation	applied, there may be a greater number of properties adversely affected which need appropriate mitigation	noise and dust through the implementation of the Code of Construction Practice	applied, there are some properties nearby but ambient noise likely to be high, further assessment required	applied, there are some properties nearby but ambient noise likely to be high, further assessment required
Biodiversity and Geodiversity	Potential impact of dust on Brampton Wood requires clarification. Proper consideration required of the impact and need for mitigation in respect to bat populations in the hedgerow between the Wood and the A1.	Compliant with policy	Potential impact of dust on the Fenstanton County Wildlife site needs assessment together with mitigation, and more detailed proposals for restoration management of the borrowpit site	Compliant with policy	Compliant with policy	Compliant with policy
Archaeology and the Historic Environment	No satisfactory archaeological mitigation measures for the Borrow Pits	No satisfactory archaeological mitigation measures for the Borrow Pits	No satisfactory archaeological mitigation measures for the Borrow Pits	No satisfactory archaeological mitigation measures for the Borrow Pits	No satisfactory archaeological mitigation measures for the Borrow Pits	No satisfactory archaeological mitigation measures for the Borrow Pits
Public Rights of Way	Opportunity to	Opportunity to	Compliant with	Compliant with	Compliant with	Compliant with

Impact	Highway Agency Borrowpit No. 1 (West of Brampton)	Highway Agency Borrowpit No. 2 (South West Brampton)	Highway Agency Borrowpit No. 3 (Galley Hill Fenstanton & Oxholme Farm)	Highway Agency Borrowpit No 5. (Boxworth)	Highway Agency Borrowpit No. 6 (Slate Hall Farm / Grange Farm)	Highway Agency Borrowpit No. 7 (Weybridge Farm, Alconbury)
	enhance Rights of Way Network should be taken	enhance Rights of Way Network should be taken	policy	policy	policy	policy
Sustainable Use of Soils	Compliant on the assumption the Soil Management Strategy will be implemented	Compliant on the assumption the Soil Management Strategy will be implemented	Compliant on the assumption the Soil Management Strategy will be implemented	Compliant on the assumption the Soil Management Strategy will be implemented	Compliant on the assumption the Soil Management Strategy will be implemented	Compliant on the assumption the Soil Management Strategy will be implemented
Water Resources and Water Pollution Prevention	Further assessment re dewatering on Brampton wood required to determine mitigation measures.	Subject to further assessment / mitigation regarding dewatering (as suggested) this should be compliant with policy	Combined hydrological / ecologically assessment required to address potential adverse effects on Fenstanton County Wildlife Site	Compliant with policy	Compliant with policy	Compliant with policy

*SCDC are seeking a minimum of 15 year aftercare management scheme for the borrow pits.

Appendix D: Location of Noise mitigation measures (Landscaping, Barriers, Fences) –



This plan is available in higher resolution on the Planning Inspectorate website at: <http://infrastructure.planningportal.gov.uk/wp-content/uploads/projects/TR010018/2.%20PostSubmission/Application%20Documents/Environmental%20Statement/A14%206.2%20ES%20Figure%202014.07.pdf>

Location of noise barriers as identified in the Environmental Statement for the Scheme

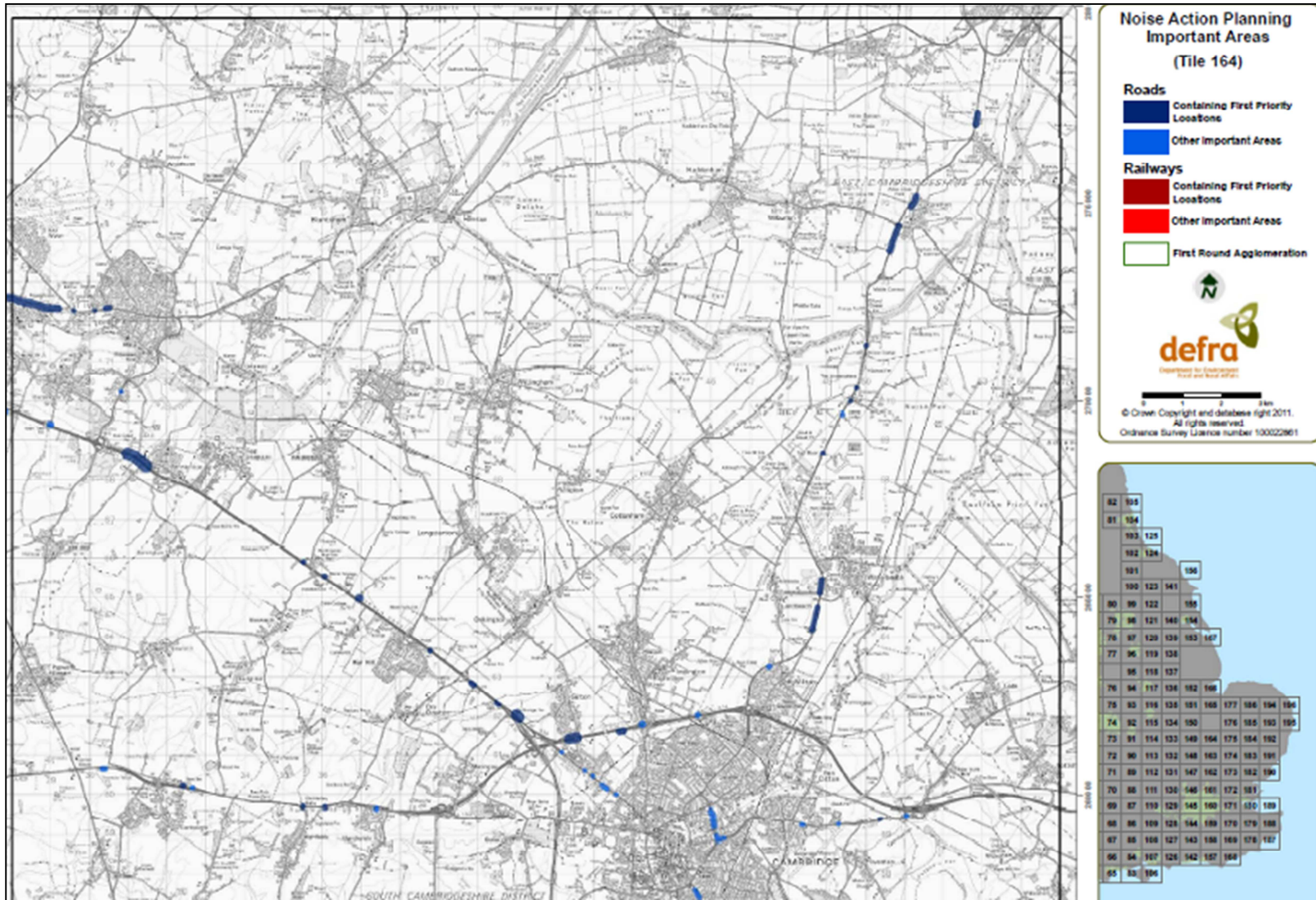
Mitigation Identification	Location	Barrier length (m)	Total barrier height (m)	Description
M14	Alconbury – west of A1(M)	1120	2 to 4	Replace existing 2m reflective barrier with 4m absorptive and additional 2m absorptive barrier along existing 2m earth bund.
M16	Alconbury – east of A1(M)	200	2	Absorptive barrier alongside B1043 (A1 Southbound off slip)
M17	Brampton Hut – west of A14 / A1 Interchange	285	3	Absorptive barrier for little Meadows and Woodhatch Farm
M18	Brampton	1000	2	2m absorptive barrier on top of 2m false cutting along scheme alignment
M20	Swavesey	320	4	4m reflective barrier for Hill Farm Cottages
M21	Bar Hill south of J29 (A14)	120	3	3m reflective barrier for Rhadegund Cottages
M22	Dry Drayton	260	3	3m absorptive barrier for Crouchfield Villa and Westdene

				Huntingdon Road
M22	Dry Drayton	290	3	3m absorptive barrier for Cambridge Crematorium
M23	Dry Drayton	200	3	3m absorptive barrier for Catchall Farm properties
M24	Girton	100	3	3m absorptive barrier for Grange Farm properties
M25	Girton (Wellbrook)	110	3	West of Girton Road- 3m absorptive barrier for properties close to A14
M26	Girton (Wellbrook)	40	3	East of Girton Road -3m absorptive barrier for 4 properties
M27	Girton (Oakington)	100	3	East of Girton Road – 3m absorptive barrier along top of existing cutting.
M28 / 34	Girton (Oakington)	390	4	West of Girton Road – replace existing 2m reflective barrier with 4m absorptive along top of existing cutting

M29	Impington	250	2	2m absorptive barrier for properties in Orchard Close and Woodhouse farm just west of J32
M30 / M33	Impington	320 250	4 3	Replace existing 2m barrier with new 4m absorptive and also extend to west by 250m with 3m absorptive barrier
M31	Blackwell Caravan Site	250	3	3m Absorptive barrier

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Appendix E: 'Important Areas' as identified by DEFRA Noise Action Plans



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A14 Cambridge to Huntingdon Improvement Scheme

DRAFT Statement of Common Ground between Highways England and Huntingdonshire District Council

Date: 8 June 2015

Version: 0.5

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Name	Role
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Approvals

Name	Signature	Title	Date of Issue	Version
Ian Parker		Project Director		

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1. Introduction

1.1. Purpose of the document

- 1.1.1 This document is submitted to the Secretary of State through the Planning Inspectorate (as responsible agency) in relation to the application by Highways England for development consent under the Planning Act 2008 for the proposed A14 Cambridge to Huntingdon Improvement Scheme. The proposed scheme extends for a distance of 21 miles, from the existing A14 at Ellington to the Cambridge Northern Bypass at Milton. It includes a new bypass to the south of Huntingdon, carriageway widening on the existing A14 between Swavesey and Girton, and improvements to the Cambridge Northern Bypass. It also includes junction improvements, the widening of a 4.5 mile section of the A1 trunk road between Brampton Hut and Alconbury, and approximately 7 miles of new local access roads. In addition, it includes the de-trunking (i.e. returning to local road status) of the existing A14 trunk road between the Ellington and Swavesey junctions, and the removal of the existing road viaduct over the East Coast Mainline railway at Huntingdon.
- 1.1.2 The Application was submitted to the Planning Inspectorate on 31 December 2014 with acceptance of the Application on 27 January 2015.
- 1.1.3 This Statement of Common Ground (SoCG) has been prepared in respect of the Scheme. Guidance about the purpose and possible content of SoCGs is given in paragraphs 57-62 of the Department for Communities and Local Government's "*Planning Act 2008: examination of applications for development consent*" (26th April 2013 version). Paragraph 57, copied below, confirms the basic function of SoCGs:
- 1.1.4 *"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it may also be useful for a statement to identify areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*
- 1.1.5 The context for SoCGs is set out by the Examining Authority in the Notice of Preliminary Meeting (Rule 6 Letter, Annex G) dated 17 April 2015.
- 1.1.6 SoCGs therefore are a useful and established means of ensuring that the evidence at the post-application examination focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.
- 1.1.7 The contents of this SoCG have been agreed with council officers, but final sign off remains with council members, so until that point, this remains a draft document which may be revised.

1.2. Parties to this SoCG

- 1.2.1. This SoCG has been prepared in respect of the scheme by Highways England, as the Applicant, and Huntingdonshire District Council (HDC).
- 1.2.2. Highways England is a government company responsible for operating, maintaining and improving the strategic road network in England. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads). The A14 is part of the trunk road network for which Highways England is responsible. Following the Scheme being constructed, Highways England will be responsible for operating, maintaining the improved A14.
- 1.2.3. Huntingdonshire District Council is a Tier 1 Local Authority and a Statutory Consultee for the scheme. The Council has consistently supported the need for improvements to be carried out to the A14, given its strategic importance, since the CHUMMS recommendations in August 2001.

1.3. Structure of the SoCG

- 1.3.1. This SoCG has been structured to reflect matters and topics of interest to Huntingdonshire District Council in relation to the proposed scheme.
- 1.3.2. Section 2 of this SoCG provides an overview of the proposed scheme.
- 1.3.3. Section 3 provides an overview of consultation to date between Highways England and Huntingdonshire District Council,
- 1.3.4. Section 4 provides a summary of the main areas and topics covered by this SoCG
- 1.3.5. Section 5 provides a summary of areas that have been agreed and areas that have not been agreed.
- 1.3.6. Section 6 provides a record of areas still under discussion.
- 1.3.7. Section 7 provides a succinct summary of the matters contained within this SoCG.

2. Overview of the scheme

2.1. The proposed scheme

- 2.1.1. The proposed scheme comprises:
- 2.1.2. widening of the A1 between Brampton Hut and Alconbury over a length of approximately 4.5 miles, from the existing two lane dual carriageway to a three lane dual carriageway. This would be achieved between Brampton and Brampton Hut by constructing a new road to the west of the existing A1, with the existing A1 road becoming part of the new A14 Huntingdon Southern Bypass;
- 2.1.3. a new Huntingdon Southern Bypass of approximately 12½ miles in length, which would provide a two lane dual carriageway between Ellington and the A1 at Brampton and a three lane dual carriageway between Brampton and Swavesey; this would remove a large proportion of traffic from the section of the existing A14 between Huntingdon and Swavesey as well as Brampton Hut and Spittals interchange. The new bypass would include a raised viaduct section of road running across the river Great Ouse and a bridge over the East Coast Mainline railway. It would include junctions with the A1 at Brampton and with the A1198 at Godmanchester;
- 2.1.4. downgrading the existing A14 trunk road (de-trunking to county road status) over approximately 12 miles between Brampton Hut and Swavesey, as well as between Alconbury and Spittals interchange;
- 2.1.5. Huntingdon Town Centre improvements, to include the demolition of the A14 viaduct over the East Coast Mainline railway and Brampton Road in Huntingdon. A new link would improve accessibility into Huntingdon: from the south and east by connecting the old A14 directly with Huntingdon Ring Road near the bus station, with Brampton road adjacent to the railway station and from the north and west by constructing a new link road from Brampton Road to connect with the A14 to the west. A through route for light vehicles would be maintained;
- 2.1.6. widening of the existing A14 over approximately 5½ miles to provide three lanes in each direction between Swavesey and Bar Hill and to four lanes in each direction between Bar Hill and Girton;
- 2.1.7. widening of a 1½ mile section of the Cambridge Northern Bypass between Histon and Milton;
- 2.1.8. improvement of existing A14 junctions at Swavesey, Bar Hill and Girton; to improve the capacity of the road, ensures compatibility with adjacent proposed developments such as Northstowe, and connections for non-motorised users; and
- 2.1.9. a new local access road, approximately five miles in length, to be constructed as a dual carriageway between Fen Drayton and Swavesey and as a single carriageway between Swavesey and Girton. The road would provide a route for local traffic between Cambridge and Huntingdon as well as providing access to properties and businesses along the corridor.

3. Overview of previous engagement undertaken

- 3.1. A summary of the key meetings (including meeting notes) and correspondence that has taken place between Highways England and Huntingdonshire District Council is outlined in the table below.

Date	Form of Contact or Type of Correspondence	Summary of that Contact and Key Outcomes and Points of Discussion
10/12/2013	Meeting	A14 kick off meeting
09/01/2014	LA forum	LA forum - outline and update on process and programme
16/01/2014	Workshop	Scheme design Workshop
21/01/2014	Meeting	Traffic modelling meeting to discuss Northstowe
29/01/2014	Workshop	Environmental stakeholders workshop - update on A14 scheme and discussion of environmental issues
13/02/2014	LA forum	LA forum - outline and update on process and programme
17/02/2014	Members presentation	Updating council members on the proposed scheme
20/02/2014	Members presentation	Updating council members on the proposed scheme
06/03/2014	Meeting	Meeting to discuss access into and out of the bus / train facilities in Huntingdon Town Centre
12/03/2014	Meeting	A14 Landscape Mitigation. Discussion with Local Authority Landscape Officers
18/03/2014	LA forum	LA forum - outline and update on process and programme
04/04/2014	Meeting	Discussion regarding HDC Urban Design, Planning Aspirations, Heritage Issues, Tree Retention, Highway Layout, Viaduct Removal, Heritage Issues and Scheme Specific Landscape Design and Finishes
07/04/2014	Members pre-consultation	Pre-consultation preview
19/05/2014	LA forum	Progress meeting with Tier 1 Local Authorities
27/05/2014	Heritage Workshop Meeting	Meeting to discuss heritage assets affected by the scheme or preserved
11/06/2014	Meeting	Meeting to discuss EIA Scoping Response Letter, potential content of the Borrow Pit Planning Statements as well as updating CCC on the scheme
24/06/2014	Borrow Pits Workshop	Meeting to discuss borrow pits matters
30/06/2014	Workshop	Workshop to discuss SoCG initiation
24/07/2014	Health Impact Assessment meeting	Meeting to present the Health Impact Assessment undertaken for the scheme
29/07/2014	Environmental Forum	Forum to discuss the environmental aspects of the scheme
18/08/2014	Progress Meeting	Meeting to update Tier 1 local authorities
18/08/2014	Meeting	Meeting to discuss the Statement of Community Consultation
03/09/2014	Meeting	Meeting to discuss the Statement of Community Consultation
11/09/2014	Traffic Seminar Meeting	Seminar to present the traffic design proposals
11/09/2014	Meeting	Meeting to present the Code of Construction Practice
30/09/2014	Presentation	Traffic presentation meeting

20/10/2014	Presentation	Environmental presentation meeting held to present the environmental impact and proposed mitigations for the scheme
24/10/2014	Meeting	Meeting to discuss the CH2 Traffic Regulation Orders
20/11/2014	Meeting	Updating council members on traffic matters
01/12/2014	Meeting	Huntingdon town centre proposals: highway design and NMU
03/12/2014	Presentation	Environmental Statement Headlines presentation to Members & Officers
09/12/2014	Meeting	Borrow Pits Task & Finish Group
19/01/2015	Meeting	Stakeholder Engagement Forum
10/02/2015	Meeting	Local Impact Report Workshop
25/02/2015	Meeting	SoCG progress and ES feedback
16/03/2015	Email	Response to landscape queries raised by Chris Thompson via email from Stuart Bell on February 24 th .
18/03/2015	Email	ES database of issues update sent to HDC for review
27/03/2015	Meeting	Targeted Local Member meeting
14/04/2015	Email	Response to ES database received from HDC
20/04/2015	Email	Farmer track map (item 124 on database of issues)
20/04/2015	File transfer email	A14: Cultural Heritage mitigation - Written Schemes of Investigation (three documents that set out the methodologies that the Contractor will follow to implement mitigation recommended in the ES - shared for Archaeology officer)
14/05/2015	Meeting	Noise & Vibration matters

- 3.2. It is agreed that this is an accurate record of the key meetings and key correspondence between Highways England and staff/elected Members at Huntingdonshire District Council in relation to the matters recorded in Section 4.
- 3.3. There is ongoing discussion between the parties.

4. Topics contained within this SoCG

4.1. The below provides a summary of the topics that have been considered within this SoCG and provide a structure as to topics and matters of relevance that have been the subject of correspondence and contact to date between Highways England and Huntingdonshire District Council.

- Consultation
 - Scheme elements (layout)
 - Widening of the A1 between Brampton and Alconbury
 - A1 and A14 adjacent to Brampton
 - De-trunking
 - Huntingdon Southern Bypass
 - Widening of the existing A14
 - Local Access Roads
 - Existing Junction Improvements
 - A14 Viaduct removal, Huntingdon
- Borrow Pits
- Traffic Modelling
- Local Development
- NMU Provision
- Environment
- Noise and Vibration
- Air Quality
- Landscape and Visual (including mitigation proposals)
- Heritage and Conservation
- Land Contamination
- Ecology, biodiversity and nature conservation
- Flooding and Drainage
- Construction/Delivery
- Management and Maintenance
- Legacy issues

5. Matters agreed and matters not agreed

5.1. Matters agreed

Ref	Description	Matters Agreed	Record of agreement
1	The agreement of the proposed route.	Support for the route option as offering the right solution to address current problems and to meet future needs.	A14 Cambridge to Huntingdon – Cabinet Report
2	Support for the removal of the A14 road viaduct in Huntingdon and the proposed route option.	Support for the overall scheme including the removal of Huntingdon Viaduct and the creation of an improved new local road network for Huntingdon.	A14 Cambridge to Huntingdon – Cabinet Report
3	That the proposed scheme meets the objectives set for the scheme by the Department for Transport.	It is agreed that the project remains vital to relieve current congestion, reduce journey times and address the safety issues of the current route as well as the delivery of the sustainable growth agenda across Huntingdonshire and the wider Greater Cambridge area, and also creating a positive legacy as part of eventual delivery.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
4	Environmental statement – air quality and noise.	Air Quality, Noise and Environmental impact issues currently exist within urban areas of Huntingdon and other areas and a new offline route is the only opportunity to address those.	A14 Cambridge to Huntingdon – Cabinet Report
5	The contribution of £5M to scheme funding over a 25 year period by HDC.	Any contribution [from HDC] is reliant on construction works commencing within 2016 and the removal of Huntingdon A14 Viaduct.	A14 Cambridge to Huntingdon – Cabinet Report
6	Adequacy of consultation	It is agreed that consultation has been extensive and entirely appropriate across all sections of the community within the A14 corridor.	Adequacy of consultation response
7	Main scheme elements - the section of the proposed scheme between Alconbury and Brampton Hut.	The Council welcomes and supports the planned improvement and widening of the A1 between Alconbury and Brampton.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
8	Brampton interchange	The Council welcomes and supports the planned layout of the A14 and A1 to the west of Brampton whereby the A1, as the projected busier traffic route, is moved further west. This support is conditional on the overall design of this element of the scheme providing adequate noise and landscaping mitigation.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
9	Non-motorised user provision at Brampton interchange	Support for the principle of NMU provision across the proposed A14 and A1 alignments in order to create and maintain east/west non-motorised access to both Brampton Wood and Brampton Hut services.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report

Ref	Description	Matters Agreed	Record of agreement
10	Huntingdon southern bypass	The alignment of the new Huntingdon Southern bypass is supported, including the proposed partial junction with the A1198. This is conditional on adequate environmental mitigation and NMU accessibility.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
11	Huntingdon town centre	HDC supports the revised layout in Huntingdon, which includes the Pathfinder Link and Views Common Link. This is conditional on a final design of the Mill Common junction being agreed.	SoCG Meeting 18/08/2014
12	Bar Hill Junction - The capacity and traffic flow of the proposed Bar Hill junction.	HDC accept the proposed layout of Bar Hill junction and are satisfied by the traffic assessment carried out on this junction which includes 100% build of Northstowe. The junction also provides for future capacity expansion as potential future housing developments are approved.	
13	Traffic forecasting and operational assessment of the proposed scheme.	The Council welcomes continued dialogue with Highways England and partners relating to overall design. The Council is satisfied with the traffic forecasts and operational assessment provided. See also matters still under discussion relating to local roads.	SoCG Meeting 11/09/2014 and 30/09/2014
14	Borrow pits	The Council agrees with the need for borrow pits, and their proposed locations which broadly align with Cambridgeshire County Council's minerals and waste plan.	SoCG Meeting 11/06/2014 and 24/06/2014
15	Environmental statement – heritage and conservation	The Council welcome the extensive work that has been undertaken to identify Heritage and Conservation issues and the ranking of these in terms of importance relating to their designated status.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
16	Environmental Statement - landscape and visual (including mitigation) proposals.	The Council has received the Environmental Statement and broadly accepts its assessment and its proposals in principle, subject to resolution of outstanding detailed design matters.	Email to Highways England 14.11.14 Email J2A to HDC 23.2.15
17	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	The Council has received the Environmental Statement and accepts its assessment and its proposals, subject to final traffic modelling validation of the local road network and agreement on the relevant statutory process under which the Borrow Pits will be worked which will dictate the final Noise, Vibration and Air Quality assessment criteria.	Email to Highways England 14.11.14
18	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed that the comparison of a "do nothing scheme" and a "do something scheme" against national air quality targets is appropriate.	Email to Highways England from HDC Environmental Protection Team 19/01/14

Ref	Description	Matters Agreed	Record of agreement
19	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed that the modelling toolkits used in assessment are appropriate for the purpose and so are reassured that outputs should be accurate and in line with guidance.	Email to Highways England from HDC Environmental Protection Team 19/01/14
20	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed that including the information supplied by Huntingdonshire District Council within the model will have improved accuracy due to a better rate of data capture.	Email to Highways England from HDC Environmental Protection Team 19/01/14
21	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed that the use of 2014 baseline traffic figures for the air quality survey. It was also noted and agreed that future assessments incorporated known major developments, like Alconbury Weald.	Email to Highways England from HDC Environmental Protection Team 19/01/14
22	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is noted and welcomed that the study area included areas where there are already known issues around air quality caused by the existing A14 (known as Air Quality Management Areas) and assessments have been undertaken on the schemes potential impact on these areas.	Email to Highways England from HDC Environmental Protection Team 19/01/14
23	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	The HDC Environmental Protection team welcomes that the assessment used four different meteorological stations to verify the model as it shows that verification has been thorough and the results should be accurate.	Email to Highways England from HDC Environmental Protection Team 19/01/14
24	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed to be appropriate for construction work to be assessed using the standards set out in BS5228-1:2009+A1:2014 Code of practice for noise and vibration on construction and open sites.	Email to Highways England from HDC Environmental Protection Team 19/01/14
25	Environmental Statement - assessment of Noise, Vibration and Air Quality (including mitigation) proposals.	It is agreed between the Environmental Protection team and Highways England that the proposed scheme will benefit the vast majority of residents in Huntingdonshire for an environmental perspective.	Email to Highways England from HDC Environmental Protection Team 19/01/14
26	Environmental Statement - assessment of Heritage and Conservation measures, including planned mitigation measures.	The Council has received the Environmental Statement and accepts its assessment and its proposals, subject to resolution of final outstanding matters, including Legacy.	Email to J2A 14.11.14. Email J2A to HDC 23.2.15
27	Environmental statement – ecology and nature conservation	The Council has received the Environmental Statement and accepts its assessment and its proposals, subject to resolution of final outstanding matters.	Email to J2A 14.11.14 Email J2A to HDC 23.2.15

Ref	Description	Matters Agreed	Record of agreement
28	Environmental statement – landscape and visual impact	The Council welcome the same form of ranking within the Landscape character assessment and the identification of all trees with TPO status and on all these issues.	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report
29	Detailed assessment of Trees with TPO's, including identification, loss, planned mitigation and replacement measures	The Council has received the Environmental Statement and accepts its assessment and its mitigation proposals subject to the measures contained within the DCO application material.	Email to J2A 14.11.14
30	Detailed assessment of Flooding, Road Drainage and Water Environment measures, including planned mitigation	The Council has received the Environmental Statement and other DCO application material and accepts its assessment and its mitigation proposals and the amendments contained within the subsequent HA/J2A response to HDC in relation to Chapter 17. This includes potential joint mitigation at Brampton.	Email to J2A 14.11.14 HA/J2A email dated 23.2.15 Appendix B. Draft Written Representation A14 Cabinet Report 18.6.15
31	Traffic Regulation Orders	HDC agrees with the proposed speed limits, weight and height restrictions, clearway orders, and the prohibition of non-motorised users from the scheme between Girton and New Ellington junctions.	SoCG Meeting RE:TROs 24/10/14
32	Geology & soils	There are a number of geology & soils actions that have been checked and agreed relating to Chapter 12 and Highways England/J2A response to HDC.	Email from J2A dated 23.2.15
33	Materials	There are a number of Materials actions that have been checked and agreed relating to Chapter 13 and Highways England/J2A response to HDC.	Email from J2A dated 23.2.15
34	Cultural Heritage	There are a number of Cultural Heritage actions that have been checked relating to Chapter 9 and Highways England/J2A response to HDC. Milestones: A Written Scheme of Investigation has been submitted to the Council. While the reinstatement of milestones is welcomed given their important historical value, the Council considers that a timescale for their reinstatement should be stipulated.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
35	Cumulative Effects and Impact Interactions	There are a number of Cumulative Effects and Impact Interactions actions have been checked and agreed relating to Chapter 18 and Highways England/J2A response to HDC.	Email from J2A dated 23.2.15
36	Noise & Vibration	The provisions for controlling and managing noise and vibration from the works are set out in the Code of Construction Practice (CoCP) (Appendix 20.2 of the Environmental Statement). The CoCP sets out the general provisions that	Email to HE/J2A from HDC dated 4.6.15

Ref	Description	Matters Agreed	Record of agreement
		<p>will be used to control and minimise noise from the works. For example, it explains that Best Practicable Means (BPM), as defined by Section 72 of the Control of Pollution Act 1974, would be applied to minimise construction noise and vibration. As part of BPM, control measures would be applied on site as follows:</p> <ol style="list-style-type: none"> 1) noise and vibration control at source. For example, the selection of quiet or low vibration equipment, review of construction methodology to consider quieter methods, location of equipment on site, control of working hours, the provision of acoustic enclosures and the use of less intrusive alarms, such as broadband vehicle reversing warnings; and then 2) screening: for example local screening of equipment or perimeter hoarding. <p>Sections 60 and 61 of the <i>Control of Pollution Act 1974 (CoPA)</i> give statutory powers to local authorities to control construction noise and vibration from worksites. Section 60 allows local authorities to serve notices on contractors to control noise and vibration from the works. Alternatively, Section 61 sets out provisions for those undertaking works to obtain 'Prior Consent' from the local authority. An application under this section shall contain particulars of:</p> <ol style="list-style-type: none"> 1) the works, and the method by which they are to be carried out; and 2) the steps proposed to be taken to minimise noise resulting from the works. <p>If Huntingdonshire District Council considers that the application contains sufficient information for the purpose it shall give its consent to the application. Huntingdonshire District Council will have the power to and would normally be expected to:</p> <ol style="list-style-type: none"> 1) attach conditions to the consent; 2) limit or qualify the consent to allow for any change in circumstances; and 3) limit the duration of the consent. <p>The consent conditions are enforceable and any person who knowingly carries out the works, or permits the works to be carried out, in contravention of any conditions will be guilty</p>	

Ref	Description	Matters Agreed	Record of agreement
		<p>of causing an offence and could be prosecuted.</p> <p>The CoCP requires the main contractors to seek and obtain prior consent from the relevant local authority under Section 61 for the works. By definition, the site specific controls must be agreed with and consented by the local authority before the works can start.</p>	

5.2. Matters not agreed

Ref	Description	Matters Not Agreed	Record of non agreement
1	Environment, Landscape and Visual Impact	No mitigation is provided at Lenton Lakes, Brampton as the Applicant has confirmed that the Area is not designated as a 'Quiet Area'. The Council remains of the view that this is unacceptable and reiterates the view that there can be nothing but significant adverse noise and visual effects.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
2	Cultural Heritage	Huntingdon Rail Station building is a listed structure. The Council considers that this is a fundamental principle and that a more detailed assessment should have been undertaken relating to the setting of the building and how it is affected by the Viaduct removal, the creation of new local access roads and the proposed layout within the station itself, inc. replacement car parking proposals and public transport interchange requirements. The Council does not accept that these are 'Accommodation Works' to be agreed at a later date.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
3	Rights of Way relating to Community integration	The Council welcomes the proposed re-creation of the link between Brampton and Brampton Woods and Brampton Hut Services in principle. The Council is concerned that although the route has been identified, the adopted design principles will not be sufficient to secure usage by Bridleway users, particularly horse riders and that the Applicant has failed to demonstrate the adequacy of the route and if not suitable, no other alternative is available.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
4	Hinchingbrooke Park Road/Brampton Road junction	The Council has questioned the picking-up/setting-down needs of Hinchingbrooke School at this location given that those fundamental needs are met by parking on-street at present. This has not been addressed by the Applicant and given the critical nature of the proposed junction in traffic movement terms, the Council considers that this issue is too critical to be left to a detailed design stage and needs to be addressed as part of the overall DCO application in order that on-street parking needs do not compromise the safe operation of the junction during school start and finish times.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
5	Environmental Statement - Noise	The Environmental Statement (ES) predicts that a number of properties will be affected and, although not within mitigation thresholds, are classified in the ES as adversely affected properties. It is the Council's opinion that evidence should be	SoCG Meeting. Re. Air Quality/Noise 14.5.15

Ref	Description	Matters Not Agreed	Record of non agreement
		provided showing which of the tests set out in the Section 14.5.5 of the ES the adversely affect properties fail and a monitoring regime should be introduced to measure any possible situation where an affected property might become an adversely affected property requiring suitable mitigation within the future design year period for the scheme and that this should be considered as part of the examination period.	
6	Environmental Statement - Noise	The County Council considers that Borrow Pits should be treated as Mineral Extraction sites. Therefore, assessing the noise implications of these should be done in accordance with the National Planning Policy Framework (NPPF) framework guidance, not BS5228 as stipulated by the Applicant. The Council considers that the Examination needs to consider the regulatory framework under which the Borrow Pits would be taken in order to allow the Council to properly assess the noise implications arising from this element.	Appendix B, Draft Written Representation A14 Cabinet Report 18.6.15
7	<ol style="list-style-type: none"> 1) The request for an addition link between the Parkway and the de-trunked A14, and 2) the addition of a separate NMU bridge to the north of Brampton Road bridge. 	<p>The Council requested that continuing design and stakeholder dialogue also considers the merit of providing an additional road-based link from Parkway to a de-trunked A14 across Views Common to further minimise traffic impact at the Hinchingbrooke Park Road junction This link is not integral to the scheme and the suggested improvement is a future matter for the Council and the County Council, the latter as local highway authority.</p> <p>The potential for a separate cycle/foot bridge to the north side of the Brampton Road railway bridge following the removal of the A14 Viaduct Still under discussion between the Applicant, the Council and Cambridgeshire County Council.</p>	Annex B to the A14 Cambridge to Huntingdon – Cabinet Report

6. Record of areas still under discussion

Ref	Description	Matters under discussion	Record of discussion
1	Proposed borrow pits and their restoration.	<p>The Council notes the proposed use of Borrow Pits as a source of construction material for the proposed scheme and welcomes continued dialogue on the future use of these, post-scheme construction in relation to the overall Legacy aspects of the scheme being negotiated. It is of vital that the long-term future of these is identified and tied into the wider delivery of publicly accessible Green Infrastructure & Biodiversity needs within this part of the County and that the required level of funding is secured.</p> <p>Discussions ongoing.</p> <p>RAF Brampton development perimeter is approx 550m distant from nearest road - A14. (Chris Thompson). It is noted that in relation to the Borrow Pit proposals in this locality, that any proposals would be agreed with HDC via a Local Environmental Management Plan (LEMP).</p>	<p>Annex B to the A14 Cambridge to Huntingdon – Cabinet Report.</p> <p>Appendix B. Draft Written Representation. A14 Cabinet Report 18.6.15</p>
2	Legacy issues relating to final design and impact.	<p>The Council has discussed the overall Legacy requirements of the proposed scheme with Highways England/J2A. A number of these, including detailed design issues and cross-sectional details under within various topic headings, are still outstanding and awaiting resolution.</p>	<p>Email to J2A 14.11.14</p> <p>Appendix B. Draft Written Representation A14 Cabinet Report 18.6.15</p>
3	Environmental statement - land contamination.	<p>The Council notes the significant assessment work on Land Contamination contained with the Environmental Statement. This also includes likely areas where mitigation may be required but are noted as being on hold pending detailed design. The Council therefore supports findings 'in principle' but reserves its position relating to Land Contamination pending receipt and consideration of detailed design measures.</p>	

Ref	Description	Matters under discussion	Record of discussion
4	NMU provision	<p>While the Council has welcomed discussion regarding the provision of non-motorised user access and accepts the proposals agreed 'in-principle', the Council reserves full judgement until detailed design.</p> <p>HDC previously requested a cycleway/footpath link between the public highway fronting Huntingdon Life Sciences to link to the Alconbury junction to provide for NMU access. Following our joint meeting held on 25.2.15, this continues to be investigated by the Applicant.</p>	<p>Email to J2A 14.11.14</p> <p>Meeting 25.02.15</p>
5	Detailed consideration of any Construction Traffic Management Plan.	The Council recognises the need for a formal construction traffic management plan that will be developed as part of the overall scheme design. The Council would wish to input to that process in order to consider any negative effects on the local community and any proposed routing and mitigation measures required and therefore reserves its position on this matter until the scheme progresses further.	Email to J2A 14.11.14
6	Landscape - Details of Ouse valley crossing structure designs and mitigating impacts.	Support in principle for the revised crossing of the River Great Ouse near the Offords subject to full details of the actual design and materials for the new bridge construction and their acceptability.	
7	Traffic impacts on local road network	The County Council, as LHA, are currently verifying Highways England transport modelling in relation to the impacts on the local road network. The Council reserves its position pending the outcome of this work and any knock-on effects such as rat-running on the local road network and impacts on matters, such as Noise & Air Quality.	
8	Mill Common junction	The layout and design, including landscape mitigation remains under discussion pending final agreement, in order to mitigate the impact of the proposals on Mill Common and land-take necessary.	
9	Landscape and visual mitigation	There are a number of Landscape and mitigation actions outstanding that need to be checked relating to Chapter 10 and Highways	Email from J2A dated 23.2.15

Ref	Description	Matters under discussion	Record of discussion
		England/J2A response to HDC including screening of acoustic barriers.	
10	Detailed assessment of Trees with TPO's, including identification, loss, planned mitigation and replacement measures	Approval subject to an assessment of the measures contained within the DCO application material.	
11	Noise & vibration	<p>A wider reference to Godmanchester would be included given the significant benefits gained for the town as a result of the scheme.</p> <p>We appreciate that the finer construction/demolition points cannot yet be agreed therefore we would require that part of the terms and conditions for any contractors Highways England employ they fully consult with HDC on their construction plans. We also expect that Highways England and the main contractor provide contact numbers for any complaints to be discussed (Dave Bass).</p>	Email from J2A dated 23.2.15
12	Effects on all travellers	There is an action outstanding that needs to be checked relating to Chapter 15 and Highways England/J2A response to HDC.	Email from J2A dated 23.2.15
13	Community & Private Assets	There are a number of Community & Private Assets actions outstanding that need to be checked relating to Chapter 16 and Highways England/J2A response to HDC.	Email from J2A dated 23.2.15

7. Summary

8. Agreement of this SoCG

This Statement of Common Ground has been jointly prepared and agreed by:

Name:

Signature:

Position:

On behalf of:

Highways England

Date:

Name:

Signature:

Position:

On behalf of:

Huntingdonshire District Council

Date:

Public
Key Decision - No

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter: Corporate Plan – Performance Report

Meeting/Date: O&S Social Well-being, 2 June 2015
O&S Economic Well-being, 4 June 2015
O&S Environmental Well-being, 9 June 2015
Cabinet, 18 June 2015

Executive Portfolio: Executive Leader and all other relevant Portfolio Holders

Report by: Corporate Team Manager

Ward(s) affected: All

Executive Summary:

The purpose of this report is to brief Members on progress against the Key Activities and Corporate Indicators listed in the Council's Corporate Plan for 2014/15 for the period 1st January 2015 to 31st March 2015.

The Corporate Plan's strategic themes have been allocated to Overview and Scrutiny Panels as follows:

Social Well-being	1. Working with our communities
Economic Well-being	1. A strong local economy 2. Ensuring we are a customer focused and service-led Council
Environmental Well-being	1. Enable sustainable growth

Recommendation(s):

Members are recommended to consider and comment on progress made against Key Activities and Corporate Indicators in the Corporate Plan, as summarised in Appendix A and detailed in Appendix B.

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1. PURPOSE

- 1.1 The purpose of this report is to present performance management information on the Council's Corporate Plan for 2014/15.

2. BACKGROUND

- 2.1 The Council's [Corporate Plan 2014-16](#) was adopted by Council in April 2014. This was a two year plan setting out what the Council aimed to achieve in addition to its core statutory services. The information in the summary at Appendix A and the performance report at Appendix B relates to the Key Actions and Corporate Indicators listed for 2014/15. An updated version of the Corporate Plan listing actions and indicators for 2015/16 was adopted by Council in April 2015 and progress against these will be reported to future Overview & Scrutiny Panel meetings.

3. PERFORMANCE MANAGEMENT

- 3.1 Members of the Overview & Scrutiny Panels have an important role in the Council's Performance Management Framework and a process of regular review of performance data has been established. It is intended that Members should concentrate their monitoring on the strategic themes and associated objectives to enable them to adopt a strategic overview while building confidence that the Council's priorities are being achieved
- 3.2 Progress against Corporate Plan objectives is reported quarterly. The report at Appendix B includes performance data in the form of a narrative of achievement and a RAG (Red/Amber/Green) status against each Key Action in the Corporate Plan and results for each Corporate Indicator.
- 3.3 Overview and Scrutiny Panels each receive separate quarterly performance reports, ordered by strategic theme. Cabinet receive a single report covering all of the Corporate Plan strategic themes and all Corporate Indicator results.
- 3.4 The Performance Indicator data has been collected in accordance with the procedures identified in the service area data measure template.
- 3.5 As the report refers to 2014/15, references are made to the Portfolio Holders and Heads of Service relevant at that time and not necessarily the current structure.

4. COMMENTS OF OVERVIEW & SCRUTINY PANELS

- 4.1 Overview and Scrutiny (Social Well-Being) – 2th June 2015

The Social Well-Being Panel questioned the criteria against which performance is measured and whether the targets set were fixed for each quarter. It was confirmed that targets for Key Actions and Key Performance Indicators were drawn from the Corporate Plan.

Regarding the strategic theme of 'working with our communities', it was noted that the District Council will support Parish Councils to complete local Neighbourhood Plans where this support is requested.

It was agreed that the commentary on the percentage of food establishments that were 'broadly compliant' would be amended to provide clarification on this measure. The report has been edited to reflect this.

In conclusion, the Panel has agreed that the report provides a clear reflection of the Council's performance.

4.2 Overview and Scrutiny (Economic Well-Being) – 4th June 2015

The Economic Well-Being Panel has expressed appreciation on the clarity and simplicity of performance reporting.

With regard to Community Infrastructure Levy (CIL), Members were informed that discussions regarding major infrastructure are still ongoing. The Executive Leader confirmed that this would not affect development. The Panel enquired about the transparency of how CIL funds are spent by Parish Councils. It was noted that Parish Councils are not required to justify how CIL money is spent but HDC are working with partners to agree priorities in local areas.

The Panel commented that the targets included in the report on Council Tax and Business Rates collection were particularly high and enquired how the District Council had performed against the national average. It has subsequently been confirmed that 2014/2015 national outturn figures are not currently available but details will be included in future reports.

The Panel questioned staff sickness figures and references to staff satisfaction, commenting that the two matters did not appear to be reflective of one another. Members noted that issues surrounding staff sickness/satisfaction were currently being addressed, with assurance that the Employment Panel were working to tackle these issues.

In conclusion, the Panel agreed that the report was an improvement on previous reporting and looked forward to seeing further development in future.

4.3 Overview and Scrutiny (Environmental Well-Being) – 9th June 2015

One Member discussed targets contained in the report and stated that all information should be presented as a percentage. It was explained to the Panel that targets were quantified in various ways in order to make the information clear and simple to understand. For instance, the figure relating to sickness was presented as an average number of days lost rather than a percentage to provide a more meaningful figure that can be compared with others.

Members of the Panel queried targets relating to planning applications, suggesting that the target might not be high enough. The Panel noted that the targets presented were in-line with those set by central Government and have been agreed with the relevant Executive Councillor.

The Panel questioned the time taken to process planning applications and whether this could be improved. Members were informed that following changes made by the Department for Communities and Local Government (DCLG), applications would now be determined on time, with extensions being agreed with the applicant. The Panel noted that a new Planning Service Manager (Development Management) would commence employment with the Council in August 2015, which would reduce the pressure on the department.

Regarding the cause of delays in processing planning applications it was explained that issues such as staffing pressures, applicant mistakes and omission affected the rate at which applications were considered. The

Members were assured that pressures were being reduced with a scope to deal with applications in a different way.

The Panel expressed concern about planning enforcement due to a lack of resources and the need for greater funding. The Panel agreed that the Council was delivering strong economic growth and the Panel noted that the Executive Leader of the Council was lobbying central Government for further funding. The Panel concluded that a firm message needed to be sent to central Government that funding was required to consistently reach the targets that they had set.

5. RECOMMENDATION

- 5.1 Members are recommended to consider and provide comments to Cabinet on progress made against Key Activities and Corporate Indicators in the Corporate Plan 2014/15, as summarised in Appendix A and detailed in Appendix B.

CONTACT OFFICER

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Appendix A

Performance Summary Quarter 4, 2014/15



A strong local economy

Progress on Key Actions:

Green	Amber	Red	Not due
6	0	1	0

Progress on Corporate Indicators:

Green	Amber	Red	Not due
No Corporate Indicators in this theme			

Making Huntingdonshire a better place to live, work and invest

Highlights include the launch of a fast track pre-application advice to potential growing businesses.



Enabling sustainable growth

Progress on Key Actions:

Green	Amber	Red	Not due
3	2	4	0

Progress on Corporate Indicators:

Green	Amber	Red	Not due
1	3	3	1

Delivering new and appropriate housing with minimum impact on our environment

Highlights include the completion of a successful Stage 4 Targeted Consultation for the Local Plan 2036.



Working with our communities

Progress on Key Actions:

Green	Amber	Red	Not due
8	5	0	0

Progress on Corporate Indicators:

Green	Amber	Red	Not due
3	2	0	0

Making sure they thrive and get involved with local decision making

Highlights include new temporary accommodation units, leading to fewer households being placed in B&Bs.



Ensuring we are a customer focused and service led council

Delivering value for money services

Highlights include the identification of savings of £1.8m through the first tranche of Zero Based Budgeting.

Progress on Key Actions:

Green	Amber	Red	Not due
7	1	0	0

Progress on Corporate Indicators:

Green	Amber	Red	Not due
9	5	1	1

CORPORATE PLAN – PERFORMANCE REPORT

Appendix B

STRATEGIC THEME - A STRONG LOCAL ECONOMY

Period January to March 2015

Summary of progress for Key Actions

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
	6		0		1		0		0

Target dates do not necessarily reflect the final completion date. The date given may reflect the next milestone to be reached.

Summary of progress for Corporate Indicators

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
	n/a		n/a		n/a		n/a		n/a

WE WANT TO: Accelerate business growth and investment

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Review the Council's business growth and inward investment role	April 2015	Cllr Sanderson	Andy Moffat	<u>Economic Development</u> Review completed and results due to be presented to O&S Economic Well-Being in Q1 of 2015/16.
G	Deliver a programme of themed business information events, and measure their impact.	Ongoing	Cllr Sanderson	Andy Moffat	<u>Economic Development</u> Financial Management event held on 25 th March 2015, with 40 attendees. Of evaluation forms returned, 79.6% registered a good or excellent evaluation score for content and 100% for organisation. This completes the planned programme of 3 main events in 2014/15, following previous sessions on Innovation and Taxation and Accessing Funding.
G	Fast track pre-application advice to potential growing businesses and report on its effectiveness	Dec 2014	Cllr Dew	Andy Moffat	<u>Development Management</u> The system has been live and operational since January 2015, with a press release issued and a nominated case officer

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
					responsible for the process. No fast-track eligible pre-applications have been received to date. Key action complete.

WE WANT TO: Remove infrastructure barriers to growth

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
R	Develop Community Infrastructure Levy (CIL) governance structure	Jan 2015	Cllr Dew	Andy Moffat	Planning Policy This work has now been rolled forward into the Development Service's Service Plan for 2015/16. It will involve discussions with CCC and other infrastructure providers.
G	Influence the Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) and supporting documents to reflect the impact of new housing and associated infrastructure in driving and supporting economic growth		Cllr Dew and Cllr Sanderson	Andy Moffat	Economic Development On 29 th January 2015, the Government announced an additional £38m of investment for our LEP via the second phase of its Growth Deal. Huntingdonshire will benefit directly from the funding of a local Highways & Civil Engineering academy to provide skilled labour for the many key transport schemes planned over the coming years. £16.6m will go into the LEP's Growing Places Fund scheme that provides affordable loan funding to overcome key barriers to growth. This will be available for local projects to put forward appropriate applications for this funding. This is in addition to the £3.6m and £11m previously awarded for the Alconbury Weald EZ High Tech Company Expansion and the Alconbury Weald Technical and Vocational Centre, Huntingdonshire respectively in July 2014. Increased local authority influence over the course of the past financial year correlates directly to improved levels of funding received. Exerting influence over LEP infrastructure prioritisation will be an on-going priority.

WE WANT TO: Develop a flexible and skilled local workforce

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Commit resources to the Enterprise Zone (EZ) skills strategy group		Cllr Sanderson	Andy Moffat	<p><u>Economic Development</u> A new one-stop-shop service (called 'EDGE: sharper skills for Enterprise') will be a key part of the EZ skills strategy. EDGE will bring together a range of existing job brokerage and skills development services, making access more effective and joined up for businesses and people. EDGE is an innovative example of an output that addresses Public Sector Rewiring, a new format of delivery which adds value to partners and prospective customers alike.</p> <p>The EZ Skills Group is currently firming up EDGE service planning, while EDGE frontline operational resources are about to enter into their induction training and planning for the official opening anticipated in May/June 2015. The service planning will bring with it a revised target/outcome reporting that will reflect the joint activities of EDGE. Commitment of resource to EDGE will be ongoing.</p> <p>A successful apprenticeship promotion event was held in December, with 75 businesses attending and around 600 Year 8 students visiting the exhibition and engaging with firms.</p>
G	Support the development of stronger links between businesses and education through Huntingdonshire Academies Secondary Partnership (HASP) with a focus on local employability		Cllr Sanderson	Andy Moffat	<p><u>Economic Development</u> HASP schools' engagement with EDGE and associated activities with business was delivered during this quarter and over the whole year. Activities over the year included events to deliver interactions between business and schools, school visits by companies, company visits by schools and an audit of information and careers guidance across all schools.</p>

STRATEGIC THEME - ENSURING WE ARE A CUSTOMER FOCUSED AND SERVICE LED COUNCIL

Period January to March 2015

Summary of progress for Key Actions

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
7		1		0		0		0	

Target dates do not necessarily reflect the final completion date. The date given may reflect the next milestone to be reached.

Summary of progress for Corporate Indicators

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
9		5		1		0		1	

WE WANT TO: Become more business-like and efficient in the way we deliver services

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Introduce zero base budgeting (ZBB) for 2015/16 including a service challenge process	Dec 2014	Cllr Gray	Clive Mason	<p><u>Accountancy</u> ZBB (Tranche 1) was completed and presented to Cabinet in February 2015. The total net savings were £2.4m; this was as a result of ZBB savings of £1.8m, Facing the Future savings of £0.8m and Growth additional expenditure of £0.2m. The budget was approved by Full Council in February 2015.</p> <p>In preparation for the 2015/16 ZBB programme, Heads of Service have prepared service plans that detail relative service measures and the programme of Tranche 2 reviews has commenced – the target “Cabinet” Star Chambers are scheduled for July 2015.</p>
G	Deliver ‘Facing the Future’ (FtF)	Various	Cllr Gray for programme / Various for themes and	Adrian Dobbyne	<p><u>Corporate Team</u> A new approach to managing Facing the Future has been agreed so that we can monitor performance more easily. A review has resulted in a new categorisation being applied that</p>

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
			activities		classifies the outstanding programme tasks as either business as usual or as projects. All projects will then be managed with the discipline of our project management methodology. Other activities are now completed and will no longer be reported, whereas some will remain as pending where no decision has been made yet as to if and when the activity will be undertaken. The reporting process now in place will make for easier analysis of the programme, which has seen significant progress made.
G	Develop full business case for previously identified energy reduction projects across the Council estate	Dec 2014	Cllr Gray	Eric Kendall	<u>Environment Team</u> Desktop assessments have been undertaken at each of the Council's 9 main sites. We are currently awaiting findings, which will then be submitted to CMT to enable prioritisation of sites and agreement as to which (if any) should proceed to full investment grade proposals.
G	Review internal communications	May 2014	Cllr Ablewhite	Adrian Dobbyne	<u>Corporate Team</u> The new Communications Strategy was completed (launched in April), having been influenced by and then formally approved by Cabinet and Senior Management Team. This reflected the review of internal communications and sets out the framework for how we will communicate both internally and externally.
G	Carry out staff satisfaction survey	Aug 2014	Cllr Ablewhite	Jo Lancaster	<u>Corporate Team</u> This was carried out last summer and we have followed up with an Action Plan produced and implemented through Quarters 2, 3 and 4. This has been regularly reported back at focus group sessions and Employment Panel with most actions completed by Quarter 3 and only a few still outstanding; some of which were targeted for 2015/16. The survey will be repeated in 2015/16, with the same base of questions so that we can see the changes from 2014/15.

WE WANT TO: Ensure customer engagement drives service priorities and improvement

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
A	Develop use of the website for consultation and engagement		Cllr Chapman	John Taylor	<u>IMD / Corporate Team</u> A new tool for publishing consultation on the website was built in 2015 and rolled out in Q2. The use of the tool will be driven by business need. In addition, a project to build a new HDC website has been approved and this will contain tools and techniques for consultation.
G	Implement a consultation exercise with residents to inform 2015/2016 budget planning	Aug 2014	Cllr Gray	Adrian Dobbyne	<u>Corporate Team</u> This was completed in Quarter 2, feeding into budget preparation which took place in Quarters 3 and 4. Plans are in place to run a budget consultation exercise this summer to inform 2016/17 budget planning.
G	Prepare for Universal Credit (UC) and the move to a Single Fraud Investigation Service (SFIS)	SFIS – May 2015 UC – between Dec 2015 and April 2016 (new claims for single people)	Cllr Chapman	John Taylor	<u>Benefits</u> Watching Developments nationally with respect to Universal Credit (UC) and attending seminars regularly for updates on progress – the recent confirmation of the Government cements the likelihood of UC roll out. Significant work occurred in 2014/15 on the move to SFIS involving staff in the service, HR specialists and the DWP. HDC staff transferred to SFIS on 1st May 2015, leaving a smaller fraud team at HDC to focus on non-welfare related fraud.

Corporate Performance and Contextual Indicators

Key to status

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
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Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Growth in Business rates Aim to maximise	n/a	n/a	n/a	n/a
Comments: <u>No data available, this is being removed as a PI</u>				
Number of days to process new benefits claims Aim to minimise	25 days	27 days	25 days	G
Comments: (Customer Services) <i>A very good performance during quarters 3 and 4 meant that the final outturn figure exceeded the annual target. The introduction of Risk Based Verification (automatic checking of the level of risk associated with a claimant) in Q1 helped this achievement.</i>				
Number of days to process changes of circumstances Aim to minimise	6.2 days	8 days	5 days	G
Comments (Customer Services) <i>A very good performance during quarters 3 and 4 meant that the final outturn figure exceeded the annual target. Automation of a number of processes during the year supported this.</i>				
Number of days to process new council tax support claims Aim to minimise	21 days	27 days	25 days	G
Comment: (Customer Services) <i>A very good performance during quarters 3 and 4 meant that the final outturn figure exceeded the annual target. The introduction of Risk Based Verification (automatic checking of the level of risk associated with a claimant) in Q1 helped this achievement.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Number of days to process council tax support change events Aim to minimise	5 days	8 days	6 days	G
Comments: (Customer Services) <i>A very good performance during quarters 3 and 4 meant that the final outturn figure exceeded the annual target. Automation of a number of processes during the year supported this.</i>				
% of Council Tax collected against target Aim to maximise	98.3%	98.5%	98.4%	A
Comments: (Customer Services) <i>Challenges continue in current financial climate particularly on some caseloads (CTS, Premiums, Empty Property) where officers face litigious arguments and avoidance but overall collection rates are pleasing given the technical and welfare changes in 2013, and recently some backdated Banding Appeals.</i>				
% of Business Rates collected against target Aim to maximise	98.8%	98.5%	98.8%	G
Comments: (Customer Services). <i>Business Rates overall collection continues to be affected by large backdated valuation appeals but the in-year collection at 31/3/15 shows collection in a more accurate light - but those factors (plus avoidance on empty properties) are still to the detriment of the overall "income pot" and are being tackled robustly by Officers.</i>				
Telephone satisfaction rates Aim to maximise	99%	95%	98%	G
Comments: (Customer Services) <i>The Call Centre and Customer Service Centre survey customers twice a year by post. We randomly select 10% of customers over the course of a month and send them paper surveys. The advisors do not know whether they are going to be surveyed and the customer has time to assess whether the service delivery has met their expectations. The next bi-annual satisfaction survey will be sent out in May 2015.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Customer service centre satisfaction rates Aim to maximise	99%	95%	98%	G
Comments: (Customer Services) <i>Customer Service Centre customers are surveyed at the same time as the Call Centre. The next bi-annual survey will be in May 2015.</i>				
Staff sickness (working days lost per FTE) Aim to minimise	7.6	No target set	11.5	R
Comments: (Corporate Office) <i>This is the highest figure that HDC has ever reported. It is considerably higher than the 2013/14 average reported by the East of England LGA (7.4) and the CIPD public sector average (7.9). However, following a more concerted effort from managers, a reminder of the need to manage sickness absence more robustly and a session on the policy for managing sickness aimed at Management Team, sickness absence fell during the last quarter with a significant reduction in long-term sickness absence in particular. Reducing sickness absence will remain a key priority for managers in 2015/16 as we continue to implement the sickness absence policy. Sickness absence is included as a performance measure in the organisational suite of PI's that apply to all Services for 2015/16. Further details about sickness absence in the last quarter will be included in a report to Employment Panel in June.</i>				
Subsidy per visit to council owned leisure facilities Aim to minimise	£0.21	-£0.01	£0.03	A
Comments: (Leisure and Health) <i>Ongoing management actions agreed by the Leisure Board and Zero Based Budgeting resulted in a reduction in expenditure, an increase in income and an improvement in net operating cost. Ambitious targets were narrowly missed and now form the basis for future performance. Net operating result was an improvement of c£300K compared to 2013/14 and now stands at a deficit of c£60K. This trend is expected to continue to a position of a net operating surplus in 2015/16.</i>				
% of rent achievable on estates portfolio Aim to maximise	96%	100%	97%	A
Comments: (Resources) <i>Target set at 100% as aim is to maximise the rental income by rent and lease reviews (increase the achievable income). The % rent received for the quarter is calculated from the total budgeted potential income for the commercial estate less lost income from vacant units and rent arrears for the quarter. Note - several units are due to complete on new leases in July, therefore this performance should improve (reduced void rent losses). Despite a rise in rent arrears there have been new lettings on several larger properties at Levellers Lane, St Neots – offsetting NDR and increasing rental income.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
% of space let on estates portfolio Aim to maximise	92%	95%	97%	G
Comments: (Resources) <i>Target - set at 95% as there is allowance for turnover of units and void periods of 3-6 months. % space let calculated by total number of industrial, retail and office premises available minus the number of vacant units in the quarter (note the full year is calculated by an average of the quarters). Expected improvement to vacancy rates due to improving economic conditions and improved marketing / pro –active estate management.</i>				
% of rent arrears on estates portfolio Aim to minimise	<1%	<1%	1.3%	A
Comments: (Resources) <i>Ongoing target is to keep the rent arrears below 1% of the total budgeted gross income. There has been a steady increase quarterly in the rent arrears in 2014/15. Estates have re-instigated monthly rent arrears meetings with income team and the rent arrears recovery process /procedures have been reviewed.</i>				
Total amount of energy used in Council buildings Aim to minimise	12,147,846 (kWh)	11,904,889 (kWh)	11,930,227 (kWh)	A
Comments: (Operations) <i>Target is a 2% reduction in energy used. Actual reduction of 1.79% achieved. A programme of energy reduction projects is being developed through the RE:FIT energy efficiency performance framework, to ensure that a year on year 2% reduction is achieved going forward.</i>				
Total diesel fuel used from Council's fleet of vehicles Aim to minimise	577,778 (Litres)	566,222 (Litres)	552,686 (Litres)	G
Comments: (Operations) <i>Target was a 2% reduction in diesel fuel used. Outturn figure was a reduction of 4.3% on diesel fuel used compared to 2013/14.</i>				

STRATEGIC THEME - ENABLE SUSTAINABLE GROWTH

Period January to March 2015

Summary of progress for Key Actions

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
3		2		4		0		0	

Target dates do not necessarily reflect the final completion date. The date given may reflect the next milestone to be reached.

Summary of progress for Corporate Indicators

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
1		3		3		0		1	

WE WANT TO: Improve the supply of new and affordable housing to meet future needs

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
A	Invest in initiatives that will deliver affordable housing	Ongoing	Cllr Dew	Andy Moffat	<u>Housing Strategy</u> Loan to Luminus for Langley Court (extra care home in St Ives) being appraised for due diligence.
A	Implement action plan to adopt a Local Plan 2036	Submission of Draft to Cabinet in Nov 2014	Cllr Dew	Andy Moffat	<u>Planning Policy</u> Following the Stage 4 Targeted Consultation that ended in March 2015, work will continue in Q1 of 2015/16 to scope (and then carry out) additional surveys/work required to ensure that the Plan is robust and to enable it to meet Proposed Submission stage. This will involve the completion of updated elements of the evidence base which are under discussion with infrastructure and environmental organisations. A revised Local Development Scheme (project plan and timeline) will be published in Q2 of 2015/16.
G	Facilitate delivery of new housing on the large strategic sites at: Alconbury, St Neots and Wyton	Ongoing	Cllr Dew	Andy Moffat	<u>Development Management, Planning Policy, Economic Development and Housing Strategy</u> Alconbury – Outline planning permission was granted in October

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
					<p>2014. Since then the Design Codes and Framework for the Key Phase 1 area and an application for the roads within the EZ have been approved. The Council is considering an application for the infrastructure to serve the primary school and the first c.125 homes and CCC is considering an application for the primary school itself.</p> <p>St Neots – Development Management Panel was due to consider a report at its April 2015 meeting with a recommendation to approve the application for Wintringham Park (land south of Cambridge Road) subject to the prior completion of a S.106 Legal Agreement. The Panel has also resolved to support in principle the application for Loves Farm Phase 2 (land north of Cambridge Road). Viability discussions continue in relation to both sites.</p> <p>Wyton – Crest Nicholson was selected by DIO to take forward the redevelopment of Wyton airfield in October 2014. A seminar was held on 21st January 2015 for District, County and Parish Councillors from the areas that surround Wyton. Further work was undertaken in Q4 with Crest Nicholson to discuss the scope and emerging detail of the project. Work on the Wyton project, including infrastructure, master-planning and community engagement, will continue through 2015/16 and beyond.</p>
G	Negotiate the provision of new affordable housing on all relevant sites	Ongoing	Cllr Dew	Andy Moffat	<p><u>Housing Strategy</u> Affordable housing continues to be negotiated where relevant in line with the Local Plan policy and viability of sites, although a further Government policy amendment has introduced a 'vacant building credit' whereby the floor area of existing buildings on a site can be subtracted from the affordable housing obligation. This will further reduce the Council's ability to provide affordable housing on brownfield sites, most notably at RAF Brampton where no affordable housing is likely to be provided.</p>
G	Review council assets to identify which could be used to facilitate affordable housing		Cllr Dew	Andy Moffat	<p><u>Housing Strategy</u> Hermitage Rd, Earith affordable housing - public consultation event held in Earith Village Hall. Planning application now being prepared for submission in the summer. Sale of site with the Council's and housing association's respective legal teams.</p>

WE WANT TO: Develop sustainable growth opportunities in and around our market towns

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
R	Devise a programme to develop and implement planning and development frameworks and master-plans for Local Plan site allocations		Cllr Dew	Andy Moffat	<u>Planning Policy</u> No progress on this matter was made in Q4 as the key member of staff leading on the project left the organisation. It has not been rolled forward as a priority into the Development Service's Service Plan for 2015/16 as the updated Design Guide will provide a basis for promoting good design related to the proposed Local Plan allocations.
R	Develop town centre improvement strategies and action plans in the market towns		Cllr Dew	Andy Moffat	<u>Planning Policy</u> Team resources have been prioritised onto the Local Plan and other areas, and a key member of staff left the organisation, so this action (limited to the development of a strategy and action plan for St Neots only) has now been incorporated into the Development Service's Service Plan for 2015/16. It is intended that the scoping, governance and research work for a market town centre improvement strategy and action plan for St Neots will be undertaken in Q1 and Q2 of 2015/16. Local consultation on a draft strategy and action plans within St Neots, in partnership with St Neots Town Council and Cambridgeshire County Council to be undertaken in Q3.

WE WANT TO: Enhance our built and green environment

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
R	Update the 'Buildings at Risk' register		Cllr Dew	Andy Moffat	<u>Planning Policy</u> An ongoing lack of staff resources in the Conservation team into Q4 has led to this action being incorporated into the Development Service's Service Plan for 2015/16. A new Conservation Officer has been recruited and this will enable the project to proceed with scoping in Q1 of 2015/16, research and consultation in Q2, and publication of the updated Buildings at Risk Register in Q3.
R	Complete the updated Design Guide, setting out the council's requirements of new development	October 2014	Cllr Dew	Andy Moffat	<u>Planning Policy</u> A key member of staff left the organisation so completion of this action has now been incorporated into the Development Service's

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
					<p>Service Plan for 2015/16. The work on preparing the Design Guide as a new interactive web based document was 95% completed in Q4 and is continuing to 2015/16 to incorporate technical fixes to enable web functionality. It is intended that this work will act as a template for future web-based documents for the Council and the consultation will pilot its 'user friendliness'. The draft Design Guide will be subject to consultation in Q1 of 2015/16 and will then be finalised in Q2 and launched in Q3.</p>

Corporate Performance and Contextual Indicators

Key to status

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
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Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Number of affordable homes delivered gross Aim to maximise	41	328	161	A
Comment: (Development) <i>The target of 328/year (82/quarter) is based on the Strategic Housing Market Assessment identified need of 8,188 homes over the Local Plan (25 years). This would only be achieved if 39% of all new dwellings built over the Local Plan period are affordable which, having regard to current viability, will not be achieved. The target of 130 was set as a realistic, stretched target and has been achieved.</i>				
Net additional homes delivered Aim to maximise	724	840	n/a	n/a
Comment: (Development) <i>2014/15 outturn performance will not be available until the 2014/15 Annual Monitoring Report is completed in December 2015. The Annual Monitoring Report January 2015 indicates that the District Council continues to have the requisite 5 year housing land supply.</i>				
Number of unintentional priority homeless acceptances Aim to minimise	167	190	210	A
Comment: (Customer Services) <i>The district is experiencing the same issues as other councils nationally seeing an increase in homelessness. As with the national picture, one of the main causes of this is decreased confidence in the private rented sector with the Housing Benefit system as a result of the welfare reform programme, leading to landlords ending tenancies where people are reliant on Housing Benefit. These households then have difficulties accessing other private rented tenancies and see the social rented sector via the Council as the only viable tenure. The Council continues to work proactively with households to prevent them reaching the crisis point of homelessness and up to the end of Q4 had successfully helped 221 households avoid homelessness (compared to 218 in the previous year). These successes have been achieved despite the reducing number of private rentals available to this client group and could have been higher had the private rented sector been a viable option to more homeless households.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Number of households living in temporary accommodation (including B&B) Aim to minimise	100	100	102	A
Comment: (Customer Services) <i>The number of households accommodated in temporary accommodation continues to creep up as the permanent housing solutions in the social rented or private rented sector struggle to meet demand. Note: This is a snapshot of the number of households in temporary accommodation at the end of each quarter.</i>				
Number of families in B&B Aim to minimise	16	10	9	G
Comment: (Customer Services) <i>The provision of new temporary accommodation scheme with Luminus in 2014/15 will help minimise the Council's use of B&B. These properties are helping, and at times in Q4 and early 15/16 only 4 households were placed in B&B. Note: This is a snapshot of the number of households in temporary accommodation at the end of each quarter.</i>				
Processing of planning applications on target – Major (within 13 weeks) Aim to maximise	66%	60%	49%	R
Comment: (Development) <i>For most of the year, the Development Management service was carrying a number of vacancies, including key positions. While many staff worked additional hours this, together with dealing with the backlog of out of time applications in the latter part of the year and the introduction of a new validation process, has resulted in a drop in performance. The Development Management Service Plan for 2015/16 anticipates returning to the annual performance target from Q2 of 2015/16.</i>				
Processing of planning applications on target – Minor (within 8 weeks) Aim to maximise	65%	65%	43%	R
Comment: (Development) <i>See comment against major planning applications measure above.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Processing of planning applications on target – other (within 8 weeks) Aim to maximise	87%	80%	65%	R
Comment: (Development) <i>See comment against major planning applications measure above.</i>				

STRATEGIC THEME - WORKING WITH OUR COMMUNITIES

Period January to March 2015

Summary of progress for Key Actions

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
8		5		0		0		0	

Target dates do not necessarily reflect the final completion date. The date given may reflect the next milestone to be reached.

Summary of progress for Corporate Indicators

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
3		2		0		0		0	

WE WANT TO: Create safer, stronger and more resilient communities

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Manage the implementation of the joint CCTV service with Cambridge City	June 2014	Cllr Howe	Chris Stopford	<u>CCTV</u> The shared service is fully operational, work has commenced on the commercialisation of the service to generate additional income and zero based budgeting principles are being used to fully understand the new operating budgets.
G	Increase the use of fixed penalty notices (FPN) for littering	March 2015	Cllr Tysoe	Eric Kendall	<u>Street Scene</u> 11 FPNs in Q4 and 19 FPNs issued for full year.
G	Manage the Community Chest to encourage and promote projects to build and support community development.	Decisions made July 2014	Cllr Sanderson	Chris Stopford	<u>Community</u> Over £25k of the £30k Community Chest pot has been claimed by recipients of the 2014/15 awards. The application process for 2015/15 Community Chest awards has opened and applications are being received in preparation for review and award in June.

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Deliver diversionary activities for young people	Monitoring reports mid-Oct 2014	Cllr Howe (commercial activities)	Jayne Wisely	<u>Sports and Active Lifestyles Team</u> 933 attendances to Street Sports reported to year end, with 200 young people attending. 2,638 attendances to other diversionary or positive activities, with 1,421 young people attending.
A	Review our current partnership commitments to deliver value for money and alignment with corporate priorities	March 2015	Cllr Ablewhite	Adrian Dobbyne	<u>Corporate Team</u> The review was completed in Quarter 4, but this has indicated a much greater number of partnerships than originally anticipated. This will then mean much more work is required to fully review to assess for value for money so the action will roll forward into 2015/16.

WE WANT TO: Improve health and well-being

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
G	Investigate the business case for incentivising the private rented sector to take housing needs clients.	Ongoing	Cllr Chapman	John Taylor	<u>Housing Needs & Resources</u> The Council has been using the Town Hall Lettings (THL) option to help access private sector rented properties and 20 clients have been helped into private sector tenancies through this. THL will continue to acquire properties through 2015/16 so this option is helping to provide a route to private sector housing.
G	Review the current arrangements for commissioning temporary accommodation	Ongoing	Cllr Chapman	John Taylor	<u>Housing Needs & Resources</u> The newly commissioned temporary accommodation units with Luminus were in operation by the end of March 2015, leading to the lowest number of households placed in B&B for some considerable time. Other temporary accommodation opportunities to be considered as they arise.
G	Support healthy lifestyle through the provision of open space on new developments	Ongoing	Cllr Dew	Andy Moffat	<u>Development Management</u> Open space was negotiated where relevant in line with the Local Plan policy.
G	Carry out a review of the Disabled Facilities Grants (DFG) programme	July 2014	Cllr Dew	Andy Moffat	<u>Housing Strategy</u> This review was completed in Q2.

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
A	Enable a new extra care scheme to be built to meet needs in St Ives and in Ramsey		Cllr Dew	Andy Moffat	<p><u>Housing Strategy</u> St Ives: A planning application for a revised scheme for Langley Court was being considered in Q4. Loan to Luminus being appraised for due diligence.</p> <p>Ramsey: Planning application is awaited.</p>
A	Reduce fuel poverty and improve health by maximising the number of residents taking up the grant funded 'Action on Energy' scheme	March 2015	Cllr Tysoe	Eric Kendall	<p><u>Environment Team</u> Target – 400 Home Energy assessments to be undertaken in homes in Huntingdonshire by 31st March 2015. Progress – 108 Home Energy Assessments were undertaken in Huntingdonshire Homes in the 4th Quarter bringing the total for the year to 375. After a very slow start, numbers of assessments and measures installed have increased significantly. The scheme has been heralded by Government as one of the most successful Green deal schemes in the UK and grant funding has been received to continue the delivery of the scheme in 2015/16.</p>

WE WANT TO: Empower local communities

Status	Key Actions for 2014/15	Target date	Portfolio Holder	Head of Service	Progress Update – Q4 / end of year 2014/15
A	Support community planning including working with parishes to complete parish plans		Cllr Ablewhite	Chris Stopford	<p><u>Community</u> No further activity from Q3 on this action. 5 Neighbourhood Plan applications approved to date are at various stages of progress.</p>
A	Review control and management of Council assets	January 2015	Cllr Gray	Clive Mason	<p><u>Estates</u> At the end of March 2015, a consultant's report was being prepared for a commercial estate strategy. This initial report was received in mid-May and is currently being reviewed.</p> <p>The Capital programme approved by Cabinet in April 2015 includes planned maintenance for the current commercial estate.</p>

Corporate Performance and Contextual Indicators

Key to status

G	Progress is on track	A	Progress is within acceptable variance	R	Progress is behind schedule	?	Awaiting progress update	n/a	Not applicable to state progress
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Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Number of missed bins per 100,000 households Aim to minimise	48.5	40	36	G
Comments: (Operations) <i>The number of missed bins continues to be low and is a testimony to the excellent work done by the refuse collection crews and supervisors.</i>				
Percentage of household waste recycled or composted Aim to maximise	57.45%	57.8%	56.66%	A
Comments: (Operations) <i>The percentage figure drops over the winter months due to the reduction in compostable waste being collected.</i>				
% of food establishments in the district that are broadly compliant with food hygiene law Aim to maximise	94.94%	n/a	96.11 %	G
Comments: (Community) <i>We have 1,412 registered food establishments and all are inspected over a 5 year period. Q4 showed a further improvement in the number of food establishments in the district that are broadly compliant with food hygiene law.</i> <i>The team continue to undertake targeted interventions to support those businesses identified as not being broadly compliant, including the provision of advice and food hygiene training.</i> <i>The annual report issued by the Food Standards Agency regarding Food Law Enforcement shows that the national average for this indicator was 91.7% for 2013/14.</i>				

Performance Indicator	Full Year 2013/14 Performance	Annual 2014/15 Target	Outturn 2014/15 Performance	Outturn 2014/15 Status
Number of Disabled Facilities Grants (DFG) completed Aim to maximise	238	200	207	G
Comments: (Development) <i>Number completed exceeded target.</i>				
Disabled Facilities Grants – Average time (in weeks) between date of referral to practical completion for minor jobs up to £10k Aim to minimise	31 weeks	24 weeks	25.75 weeks	A
Comments: (Development) <i>This information is provided by Cambs Home Improvement Agency.</i>				

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HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter:	Customer Service Strategy - 2015-2018
Meeting/Date:	Overview & Scrutiny (Social Well-Being) - 2 nd June 2015 Cabinet – 18 June 2015
Executive Portfolio:	Executive Leader, Chairman of the Cabinet and Executive Member for Strategic and Delivery Partnerships, and Executive Councillor for Customer Services
Report by:	Head of Customer Service
Ward(s) affected:	All

Executive Summary:

This paper is intended to update Members on work to produce a revised Customer Service Strategy, and to consult on the outputs of the work to date – prior to submission of the final strategy later in 2015.

A summary 'on a page' has been produced. This takes the foundation of the previous Strategy and has updated the content to reflect other Council Strategies and Policies. The summary also takes into account customer feedback – and has passed through a number of Officer groups.

The views of Members are now being sought to ensure the strategic direction being adopted is sound.

Recommendation(s):

It is recommended that:

- O&S (Social Well-Being) and Cabinet provide feedback on the summary document, prior to a full Strategy being produced later in 2015

1. PURPOSE

- 1.1 This paper is intended to update Members on work to produce a revised Customer Service Strategy, and to consult on the outputs of the work to date – prior to submission of the final strategy later in 2015.

2. BACKGROUND

- 2.1 The Customer Service Strategy is a key corporate document. It sets out how the Council will deliver customer service across the Council and underpins much of what the Council does.

- 2.2 The current version of the Customer Service Strategy was approved by Council in 2013. Since that time considerable change has happened at the Council and it is prudent to ensure the document is fit for purpose and compliments other strategic plans.

3. ANALYSIS

- 3.1 Officers have reviewed the content and layout of the previous strategy. The document contained useful content and ideas, many of which remain relevant today.

- 3.2 However this assessment has also identified that:

- The current plan is extremely ambitious and stretches to 36 pages in length. It is not easy to quickly grasp the key elements of the Strategy.
- The focus of many actions is on the Customer Service Team – rather than the Council as a whole. This focus has inevitably meant the delivery of the Customer Service Strategy has not ‘reached out’ into the organisation as intended.
- The number of actions is considerable and many are specific to certain services or tasks – and don’t impact across the Council.

- 3.3 Officers have also examined a number of key documents, including the:

- Corporate Plan – to ensure its objectives are supported by the emerging Customer Service Strategy
- Council’s Code of Conduct – to ensure the Core Values of the Council are woven into the emerging Customer Service Strategy
- ‘Plan-on-a-page’ – making sure the Customer Service Strategy compliments the strategic aims of the Council and the financial challenges faced.
- Latest feedback we have from Customers on what the Council does, and what the Council’s priority services should be

- 3.4 Having completed the review it has become apparent a revised Customer Service Strategy should be shorter, simpler to understand and relevant to Officers and Members alike.

- 3.5 The final Customer Service Strategy is likely to contain:

- A one page introduction from the Managing Director and the Executive Leader of the Council;
- A single page showing the summary ‘on a page’

- A page for each of the objectives which expands and explains in more detail what each means
- A single page explaining how the strategy will be delivered and monitored

3.6 A key principle of the revised Customer Service Strategy is a ‘one-page’ summary that all can quickly understand and work towards. This is primarily aimed at Officers and Members, although the vision and objectives also have value for our customers. This draft ‘one-page’ summary is shown at Appendix 1.

3.7 At this stage the intention is to generate feedback on this summary, prior to a final version of the Customer Service Strategy being presented to Members in 2015.

4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

4.1 The Overview and Scrutiny Panel (Social Well-Being) considered the report on the 2nd June 2015 by the Head of Customer Services on the Customer Services Strategy. Members commented that the report is an effective overview, with particular interest in the Strategy ‘on a page’ (attached at Appendix 1).

Members recommended that the short supporting document should include information on how performance is being measured, as this may not be immediately clear. The Panel provided further positive comments on the Customer Services Strategy and look forward to seeing the draft document in September 2015.

5. KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?

5.1 Customer Service means many things to many people – including every comment and idea from consultation will not be possible. By involving key stakeholders and listening to their views the Strategy should meet the needs of most contributors.

5.2 The Strategy may be seen as owned by the Customer Service Team – not every Council service. The Senior Management Team and all Portfolio Holders will play a key role in ensuring this does not happen.

6. TIMETABLE FOR IMPLEMENTATION

6.1 The timetable for implementation of the strategy is shown below:

Date	Action	Notes
June-15	Consultation with Officers and Members	Covering the principle content of the Customer Service Strategy
July & Aug -15	Refinement of the Customer Service Strategy, including some Customer consultation	Using the feedback develop the document
Sep-15	Final Customer Service Strategy passed to Officers and Members for approval	Document will be focussed and easy to read
Sep-15	Communication of the Customer Service Strategy	Will require a detailed communications plan
Jan-Apr	Integration into Service	Senior Management Team to

16	Plans for 16/17	consider how their teams can contribute to the Strategy
Apr-16 onwards	Ongoing management & delivery becomes Business As Usual	Annual review and progress updates within monitoring of the Corporate Plan and Service Plans

7. LINK TO THE CORPORATE PLAN

- 7.1 This Strategy directly supports the Council Objective 'Ensure we are a customer focussed and service led Council' – but it also contributes to all the strategic priorities and objectives.

8. CONSULTATION

- 8.1 To date the summary has been developed in light of feedback from:

- Corporate Director (Services)
- The Customer Service Governance Board
- The Senior Management Team
- A number of operational staff – for example Call Centre and CSC staff

- 8.2 The Strategy also examined the findings from the most recent survey of customers. The 'Balancing the budget - Have your say' consultation was aimed at providing residents, businesses and the voluntary sector, with the opportunity to comment on service priorities. The process also raised awareness of what the council does and the financial pressures it faces. Over 700 responses were received.

- 8.3 The survey showed that most customers are focussed on the delivery of high quality visible services such as Waste Collection, Parks & Open Spaces, Environmental Health etc. Services such as Markets, Street Rangers and Customer Service were scored as less relevant for Customers – but these services also scored highly as 'don't know' indicating many customers do not fully understand what services these teams provide.

- 8.4 Alongside this assessment of the services provided by the Council the 'free-text' responses from customers were assessed. Findings in this area focussed on car parking, the local economy, areas outside of the Council's control (e.g. Parish/County issues) and income generation.

- 8.5 This consultation exercise was useful in determining priorities for the budget setting process. Understanding what is important to customers gives the Council a clear focus on ensuring priority services (e.g. waste collection) continue to provide good quality service within the context of a revised Customer Service Strategy – something the Zero Based Budgeting exercise will help achieve.

- 8.6 It is intended to deliver a further round of consultation on the proposed strategy. This is planned to take place in the summer of 2015 once feedback from Members has been received.

9. LEGAL IMPLICATIONS

(Comments from the Acting Legal Services Manager / Solicitor)

- 9.1 No Legal implications.

10. RESOURCE IMPLICATIONS
(Comments from the Head of Resources)

10.1 No Resource implications

11. OTHER IMPLICATIONS

11.1 The implementation of the Strategy will have continued implications for the Website. It will need to remain customer focussed and fit for purpose. A new website is due to be launched in Autumn 2015. The site:

- Will have less content – being focussed on the information and services customers need
- Works on mobile phone/tablets - more than 50% of customers access our website using these devices
- Can rapidly change/develop - there is a high degree of flexibility to alter the website
- Will be developed using customer feedback – as part of the project customers will be invited to use the ‘new’ site alongside the ‘old’, and give feedback direct to the Project Team.

12 REASONS FOR THE RECOMMENDED DECISIONS

12.1 The Customer Service Strategy is an important document, and is ready for a revisit.

12.2 A summary ‘on a page’ has been produced. This takes the foundation of the previous Strategy and has updated the content to reflect other Council Strategies and Policies. The summary also takes into account customer feedback and has passed through a number of Officer groups.

12.3 It is now recommended that:

- O&S Panel (Social) and Cabinet provide feedback on the summary document, prior to a full Strategy being produced later in 2015.

13. LIST OF APPENDICES INCLUDED

Appendix 1 – Draft Customer Service Strategy ‘on a page’

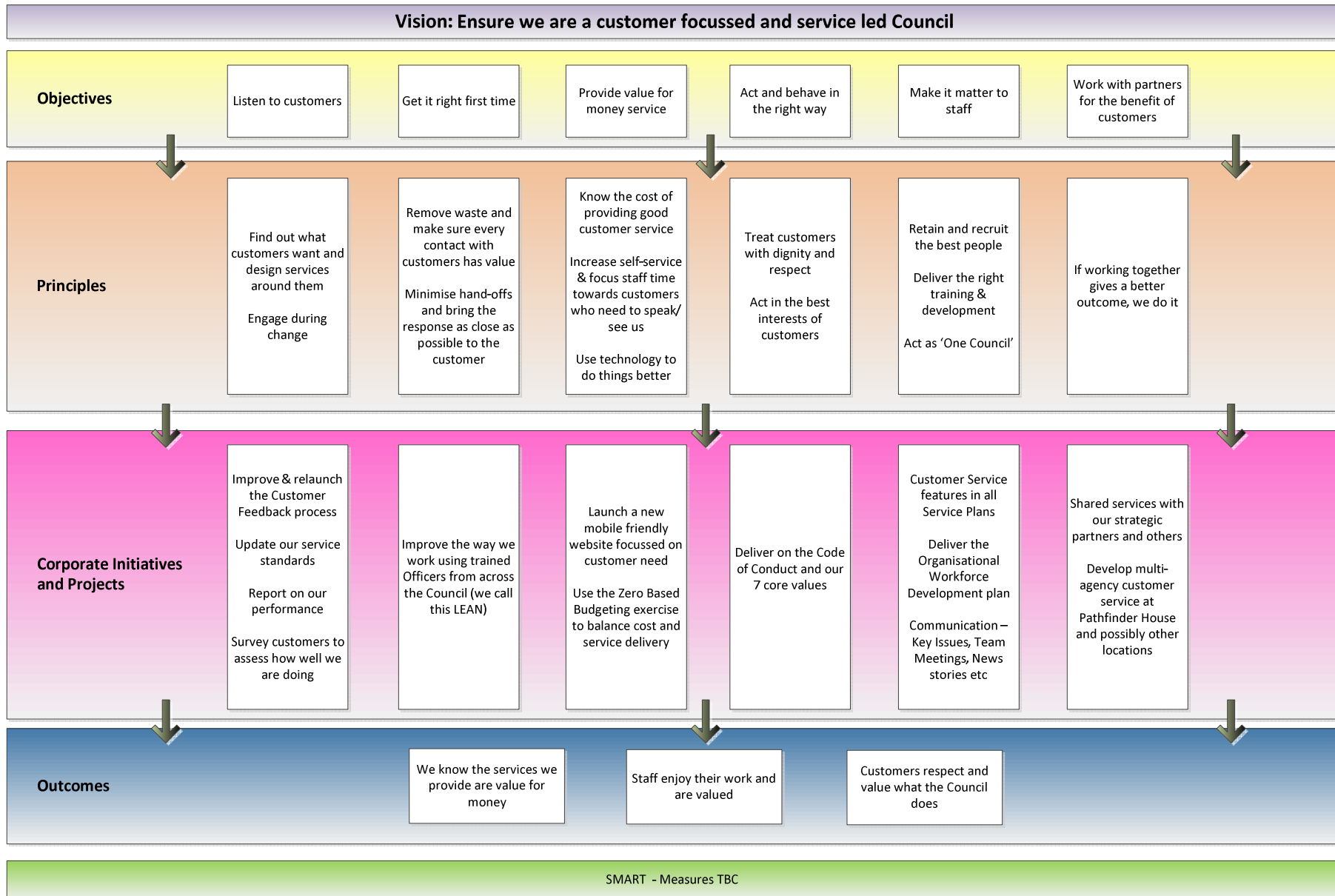
BACKGROUND PAPERS

None

CONTACT OFFICER

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Appendix 1 – Draft Customer Service Strategy ‘on a page’



Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter:	Disposal and Acquisition Policy: Land and Property
Meeting/Date:	Overview & Scrutiny (Economic Well-Being) Panel – 4 th June 2015 Cabinet – 18 th June 2015
Executive Portfolio:	Executive Councillor for Resources: Jonathan Gray
Report by:	Head of Resources: Clive Mason
Ward(s) affected:	All

Executive Summary:

The main purpose of the Disposal and Acquisition Policy (see Appendix 1) is to provide a framework through which the Council will be able to effectively manage its estate of land and buildings within a commercial environment.

It is considered that the current thresholds and procedures within the Constitution are too restrictive to enable a more commercial approach to management of the Council's property portfolio, and therefore a new Policy and governance model is required. The new Policy sets out the legal context, principles and governance arrangements by which the Council will dispose and acquire land and property, including new monetary thresholds. The benefits that are expected to result following the introduction of the Policy are:

- to ensure that the changing needs of service requirements are managed effectively
- the rationalisation of assets are managed effectively
- the Council is transparent in its property dealings
- there is clarity of aim and consistency of approach between Officers, Members and other interested parties

Underpinning the Policy will be the Council's Investment Strategy and Capital Programme process and a detailed Code of Practice which sets out the processes that officers will follow to gain approval for disposal or acquisition. One of the main tenets of the Policy and supporting code and governance arrangements is the embedding of commercialisation within the disposal and acquisition decision making process. So commercial decisions can be made in the most efficient way possible, it is essential that the Council can "move quickly" so it can have in place the right balance of resource so it can maximise the commercial opportunities that present themselves.

The Commercial Investment Strategy is currently being developed and an early draft is expected to be presented to members in July 2015. The Strategy will set out the proposed investment levels, risk appetite and other factors that are essential in such a strategy.

The main criteria regarding the disposal and acquisition of assets is shown below:

- What constitutes an acquisition and the statutory powers of a Council to acquire an asset.
- The process of acquiring an asset.
- Budget responsibility.
- Estates service having responsibility for all asset acquisitions.
- Appropriate performance management assessments.

Thresholds for both Disposals and Acquisitions:

To ensure that the decision making process is as agile as possible; it is considered that the current thresholds within the Constitution are too restrictive. Consequently it is recommended that the following thresholds will allow the Council to make decisions in a more efficient and effective way.

£0 - £500,000	Managing Director (as Head of Paid Service) & Head of Resources (as Section 151 Officer), following consultation with Executive Councillor for Resources
£500,000 to £2,000,000	Treasury and Capital Management Group
£2,000,000 +	Cabinet

Governance:

It is proposed that a Treasury and Capital Management Group (TCMG) will be a formally constituted sub-committee of Cabinet, including the Leader, Deputy Leader and the Executive Councillor for Resources as well as relevant members of Corporate Management Team and the Responsible Financial Officer. The primary role of TCMG will be to agree:

- Treasury Management investment decisions (including the acquisition and disposal of all types of assets)
- The Capital Programme and the undertaking of all capital development, including the approval of Business Cases.
- Comment on Treasury Management performance.
- Call officer's to account in respect performance relating to capital projects.

Resources

The Policy itself will not have any direct financial or legal implications. However, the operation of the Policy will require adherence to prescribed Council strategies (e.g. Treasury Management) and any statutory provisions relating to a Council's use of assets. However, the operation of the Policy is expected to provide for medium-term support to the Council's revenue budget.

Recommendation(s):

The Cabinet:

1. approves the:
 - i. Disposal and Acquisitions Policy; including the new monetary thresholds.
 - ii. creation of the Treasury and Capital Management Group.

2. recommends to the Corporate Governance Panel that it approves all required changes to the Constitution (including the Code of Financial Management) to reflect the requirements of the Disposal and Acquisitions Policy.

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1. WHAT IS THIS REPORT ABOUT?

- 1.1 Seeking approval for a new Disposal and Acquisition Policy: Land and Buildings (Appendix 1), and associated governance arrangements that will allow the Council to undertake, in a more efficient, effective and agile way, the disposal and acquisition of land and buildings in support of the Councils Treasury Management and Investment Strategies.

2. BACKGROUND

- 2.1 Members will recall, as reported to Council in February 2015, that over the medium term the Council faces considerable “revenue” financial challenges. Currently the Medium Term Financial Strategy is showing a revenue gap of £2.4m by 2019/20. However, as shown on the “Plan on a Page” (Appendix 2) if, as the Council is aiming to do, it removes its reliance on New Homes Bonus, the funding gap will increase to £8.2m.
- 2.2 The “Plan on a Page” also shows that the Council has in train a number of core business activities that will assist in bridging the funding gap. As well as alternative service delivery models and budget change programmes, the “Plan on a Page” recognises that income generation is one of those core business activities.
- 2.3 One of the main components of “income generation” will be the “Commercial Investment Strategy” (CIS); a draft of this is expected to be reported to members in July 2015. The aim of the CIS will be for the Council to invest in a wider portfolio of commercial type properties than it currently has to provide a long-term revenue stream. To enable this activity to be undertaken it is essential that the Council has in place a decision-making process that is appropriately agile that will support the disposal and acquisition of assets. Consequently, the Policy will include new procedures, monetary thresholds and governance arrangements.

3. SUMMARY PROPOSALS WITHIN THE POLICY

Disposals Policy

- 3.1 The aim of the disposals Policy is to ensure that the Councils current asset portfolio is disposed of in the most cost effective way possible; thereby ensuring that the best return is achieved. The main requirements of the disposal policy include:
- Land and property will only be declared surplus if it no longer meets corporate and/or investment priorities.
 - Land and property will only be disposed of when it is concluded that no other use can be made of the asset, within statutory provisions.
 - Land and property will be sold for the best consideration or where disposal by other means best meets corporate objectives.

Acquisition Policy

- 3.2 The aim of the acquisition Policy is to ensure that the Council only adds to its current asset portfolio for specific purposes; namely Service delivery, investment and future development in line with objectives and the Corporate Plan. The main requirements of the acquisition policy include:

- All acquisitions of land and property will be in respect of freehold, leasehold or licence.
- Land and property will only be acquired where it benefits service delivery and/or maximises investment opportunities and/or future strategic development.

Thresholds

3.3 As noted within the Constitution, the current thresholds for the disposal and acquisition of assets are:

- Up to £50,000, the Managing Director may grant/assign leases; approve variation in leases or their surrender and approve sub-lettings, restrictive covenants, grant licences, easements and way leaves etc.
- Approval of Corporate Management Team for all disposals and acquisitions between £50,000 and £200,000
- Approval by Cabinet for all disposals and acquisitions in excess of £200,000, for recommendation to Council as a “key decision”.

3.4 It is considered that the above thresholds will not give the Council the required agility needed for it to effectively operate within the commercial asset environment; this is primarily due to the length of time required for reports to pass through to Cabinet. Disposal and Acquisition decisions, although “not made overnight” will need to be made relatively quickly to enable the Council to maximise receipts or take advantage of assets that are for sale. Therefore, it is proposed that the thresholds noted in Table 1 are adopted.

Table 1	New Thresholds of the Disposal and Acquisition of Land and Buildings
£0 - £500,000	Managing Director (as Head of Paid Service) & Head of Resources (as Section 151 Officer), following consultation with Executive Councillor for Resources
£500,000 to £2,000,000	Treasury and Capital Management Group (TCMG)
£2,000,000 +	Cabinet

The financial thresholds to be reviewed in 12 months following approval (see para 4.1).

Governance

3.5 The thresholds proposed in paragraph 3.4 are a considerable change to those currently included within the Constitution. However, there will be tight governance around these new thresholds, this is illustrated below:

- Up to £500,000, these will be officer lead decisions. However, the officers concerned will be those at the strategic level within the Council. In addition, all decisions will only be made following consultation with the relevant Executive Councillor.
- Between £500,000 and £2,000,000, decisions will be made by the Treasury and Capital Management Group (TCMG). TCMG is not currently constituted as one of the Council's member decision-making

committees, but it is intended that it will be when the review of the Constitution is completed. Key aspects of TCMG are that:

- It will be a sub-committee of Cabinet.
 - It will have powers to make decisions in respect of both Treasury and Capital Asset Management.
 - Core members of the group will be the Executive Leader, Deputy Leader and the Executive Councillor for Resources, with co-opts as required by the Core members.
 - Officer support will be the Managing Director and the Head of Resources.
- In excess of £2,000,000 decisions will be made by Cabinet.

Disposal and acquisition decisions will be retrospectively reported to the Overview & Scrutiny (Economic Well-Being) Panel (see para 4.1).

4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

4.1 The Overview & Scrutiny (Economic Well-Being) Panel held on the 4th June 2014 recommended that:

- Where disposal and acquisition decisions are made, that these are retrospectively reported to the Panel.
- The new financial thresholds are reviewed 12 months following approval.

In both respects the Policy attached at Appendix 1 has been updated accordingly.

5. KEY IMPACTS/RISKS?

5.1 The key impact of the introduction of the Policy will be to allow the Council to be more agile in its decision making around the disposal and acquisition of land and buildings. In this way it will be able to react more quickly to opportunities that arise. All investment decisions will be subject to appropriate business cases and where necessary due diligence.

The risk of not having a more agile decision making process is that the Council may lose investment opportunities. This could mean that the Councils ability to meet the current gap in the revenue budget will be curtailed; and therefore any gap could have to be met from cuts in services.

6. LINK TO THE CORPORATE PLAN

6.1 The Policy will support the achievement of the Corporate Plan requirement of “Ensuring we are a customer focused and service led council” by “becoming more business-like and efficient in the way we deliver services”.

7. CONSULTATION

7.1 None

8. LEGAL IMPLICATIONS

8.1 This policy will impact upon the current Constitution. A review of the Constitution is imminent and therefore consideration to this policy must be given and amendments to the Constitution made as necessary.

8.2 References to Acquisitions and Disposals within the Code of Procurement will need to either be reviewed or removed.

9. RESOURCE IMPLICATIONS

9.1 The Policy itself will not have any direct resource implications. However, the operation of the Policy:

- will require adherence to prescribed Council strategies (e.g. Treasury Management) and any statutory provisions relating to a Council's use of assets.
- is expected to assist the Council in bridging the revenue funding gap as detailed within the Council's Medium Term Financial Strategy.

10 REASONS FOR THE RECOMMENDED DECISIONS

10.1 To put in place a "fit for purpose" approach to the disposal and acquisition of land and buildings that will support the Council's Investment Strategy. This will then in turn assist the Council in generating additional revenue income through the development of a commercial asset portfolio.

11. LIST OF APPENDICES INCLUDED

Appendix 1 – Disposal and Acquisition Policy.

Appendix 2 – Plan on a Page.

BACKGROUND PAPERS

Held with Resources

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Huntingdonshire District Council

DISPOSAL AND ACQUISITION

Policy 2015

Date Approved: xx/xx/2015

Review Date: xx/xx/2017

Version 9

Definition

The Council defines the “disposal and acquisition” of land and property as the means by which it can either disinvest and dispose of land and property that it considers are surplus to its service or investments needs or invest in land and property that will allow the Council it benefit from service efficiency or investment opportunities.

Risk management

All activity relating to land and property will be undertaken within an environment that minimises risk to both services and the capital, or revenue, investment that is made. This includes impacts on reputation. There will be appropriate reporting to ensure that all parties are aware of the risk that is being faced by any disposals or acquisitions.

Value for Money

Value for Money is at the heart of how the Council delivers its services; regardless of whether these are front-line or back-office. In respect of the management of land and property, the Council will develop an Asset Management Plan that will ensure that the Council is only holding to an optimum balance of assets to meet both its service and investment requirements.

Disposals Policy

- Land and property will only be determined as surplus if it no longer meets corporate and/or investment priorities.
- Land and property will only be disposed when it is concluded that no other use can be made of the asset, within statutory provisions. There are two distinct processes relating to:
 - Medium to large areas of land, their disposal is dependent on public benefit and corporate aims and objectives.
 - Small areas of open space, their disposal is dealt with through the “Sales of Small Areas of Land Policy and Procedures”.
- Prior to sale, partners of the Council will be contacted to determine if there is an alternative use for the land and property.
- Subject to legislative requirements, the Council will sell any surplus land and property for the best consideration, where this is not possible or where corporate objectives are not being met, appropriate activity will be undertaken to ensure that the Councils maximises any capital receipts.
- Surplus land will be disposed of as expeditiously as possible and follow appropriate methods of disposal.

Public Engagement Considerations

- The Council's communication team will be consulted to ensure that any disposal of land and buildings is undertaken in a proportionate way.
- Consideration will be given to the statutory requirements of the Local Government Act 1972 and the Town and County Planning Act 1990

Performance Management

Capital Receipts targets will be assessed annually and progress will be reported to the Corporate Management Team and Cabinet as part of the routine budget monitoring cycle.

Acquisitions Policy

- All acquisitions of land and property are in respect of freehold, leasehold or licence.
- Land and property will only be acquired where it benefits service delivery and/or maximises investment opportunities and/or future strategic development, subject to meeting strict criteria; such as, need for asset to meet service delivery levels, option appraisal, on-going revenue costs are appropriately budgeted for, tenure is determined and VAT considerations (especially Opt to Tax).

Powers to Acquire Land and Buildings

The acquisition of land and buildings is enshrined within the requirements of the Local Government Act 1972 and to invest within the requirements of the Local Government Act 2003.

Performance Management

There will be ongoing monitoring of acquisitions between the responsible officers and the parties selling or otherwise concerned with the acquisition. There will be appropriate reporting to Corporate Management Team where performance is in question.

Overarching Policy

All valuations of land will be undertaken by suitably qualified professionals.

VAT implications will always be considered.

Resources

The resource implications, including Legal, Finance and Procurement will be considered for every disposal or acquisition of land and buildings and the both members and officers will be required to comply with the pertinent requirements of both the Code of Procurement and the Code of Financial Management. The financial thresholds for both disposals and acquisitions are as follows:

£0 - £500,000	Managing Director (as Head of Paid Service) & Head of Resources (as Section 151 Officer), following consultation with Executive Councillor for Resources
£500,000 to £2,000,000	Treasury and Capital Management Group
£2,000,000 +	Cabinet

The financial thresholds to be reviewed in 12 months following approval.

Governance

The Council will have regard to all statutory and local regulations, including reporting to Corporate Management Team and in line with the Constitution, including the Treasury and Capital Management Group.

All disposal and acquisition decisions will be retrospectively reported to the Overview & Scrutiny (Economic Well-Being) Panel.

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VISION

To improve the quality of life for the people of Huntingdonshire and work towards sustainable economic growth whilst providing value for money services

STRATEGIC PRIORITIES

A strong local economy

Enabling sustainable growth

Working with our communities

Ensuring we are customer focused and service led council

CURRENT SERVICES

Customer Service Strategy / Service Standards

Lean

Shared Services

Zero Basing

Income Generation

Facing the Future



FINANCIAL

Financial ambitions

To reduce the Council's reliance on Central Government Funding and in so doing create a sustainable financial platform

Approved MTFs

% cut from MTFs

Modified budget

	2015/16	2016/17	2017/18	2018/19	2019/20
Approved MTFs	£18.881m	£19.870m	£20.671m	£21.259m	£21.721m
% cut from MTFs	0% (-£0m)	19.2% (-£3.8m)	28.6% (-£5.9m)	35.1% (-£7.5m)	37.6% (-£8.2m)
Modified budget	£18.881m	£16.059m	£14.750m	£13.805m	£13.553m

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HUNTINGDONSHIRE DISTRICT COUNCIL

Title:	Provisional Outturn 2014/15 (Revenue and Capital)
Meeting/Date:	Overview & Scrutiny: Economic 4 th June 2015 Cabinet 18 th June 2015
Executive Portfolio:	Resources: Councillor J A Gray
Report by:	Head of Resources
Ward(s) affected:	All Wards

Executive Summary:

During the year Members have received financial performance monitoring reports, updating them on the Councils financial position. This provisional outturn report provides Members with an indication of the likely outturn for the financial year ending 31st March 2015.

Revenue

Service budgets

At this time the provisional revenue outturn for 2014/15 is showing a net service expenditure position of £18.171m. Compared to the original 2014/15 budget of £20.870m (approved in February 2014) there is a projected underspend of £2.699m. The movement of £0.972m since the reported February forecast of £19.143m is mainly due to expenditure savings in:

- £55,000 Leisure centres
- £66,000 IMD vacancies
- £65,000 Operations Management
- £97,000 Pathfinder House
- £104,000 Street Cleaning

Additional income in:

- £44,000 Licencing
- £122,000 Car parks

Funding

Further to the service savings above, additional funding of £2.017m over the original 2014/15 budget of £12.227m was received. This is comprised of £0.493m additional retained business rates and £1.427m of reliefs and grants.

2014/15 was the second year of the new localised Retained Business Rates scheme which has been a significant change in Central Government funding. The new Business Rates scheme introduced a more complex accounting regime that required changes to how funding was to be calculated, some of which were not recognised in the 2014/15 budget setting process. These variations were confirmed in May 2015 with the completion of the central government "NDR 3" return. A number of factors have contributed to this funding variation not being forecast during the year, steps are now being undertaken to remedy this.

Reserves

From the 2014/15 provisional outturn, it is proposed that £0.122m is transferred to the General Fund Reserve as reported in the February 2015 forecast. This would give an estimated General Fund Reserve balance of £8.806m.

With the Council's commitment to improving its financial resilience, it is proposed that the remaining surplus of £3.589m be transferred to earmarked reserves as follows:

- £0.100m Alconbury & Molesworth support and challenge fund"
- £0.500m Chequers Court Development fund
- £0.261m Carry forward reserve
- £2.728m Commercial Investment Strategy fund.

In addition to the reported underspend of £2.699m, the Council is also the accountable body for the Transformation Challenge Award (TCA) grant scheme which is providing "seed funding" for the Tranche 1 shared service projects being undertaken by the three strategic partners. At the 31st March 2015, the amount currently unused (but expected to be utilised during 2015/16) is £0.443m. This amount will be allocated to a new Earmarked Reserve entitled "TCA funding for shared services".

Capital

The provisional capital outturn is showing a net expenditure position of £2.999m for 2014/15. Compared to the Updated 2014/15 budget (approved in February 2015) that expenditure is £0.489m below the level expected; this is primarily due to underspend of £0.617m, unused budget of £0.194m and delayed programme of £0.271m.

Recommendation(s):

The Cabinet is requested to:

1. Note, in respect of the 2014/15 provisional outturn the:
 - revenue net expenditure of £18.171m
 - reasons for the £2.699m variance on the original service budgets (Table 1 in the main report)
 - capital expenditure of £2.999m
 - reasons for the £0.489m variance on the capital programme (Table 5 in the main report).
2. Approve, in respect of the revenue provisional outturn noted in 1 above the transfer to Earmarked reserves of:
 - £0.100m Alconbury & Molesworth Support and Challenge reserve.
 - £0.261m Carry forwards to the 2015/16 service revenue budget.
 - £0.443m TCA Funding for Shared Service reserve.
 - £0.500m Chequers Court Development reserve.
 - £2.728m Commercial Investment Strategy reserve.
3. Approve, in respect of the capital and provision outturn noted in 1 above:
 - the carry forward of committed expenditure on capital projects of £0.271m.
4. Approve a delegation for the Head of Resources:
 - to adjust the revenue contributions noted in 2 above, in consultation with the Portfolio Holder for Resources and the Managing Director, if the actual outturn varies to that noted in 1 by more than 2.5%.

1. PURPOSE

- 1.1 During the year Members have received financial performance monitoring reports which have updated them on the Councils financial position. This provisional outturn report provides Members with an indication of the likely outturn for the financial year ending 31st March 2015.

2. BACKGROUND

Approved Budget

- 2.1 In February 2014 the Council approved the Councils 2014/15 net expenditure budget. The budget comprised of:

- Revenue £20.870m and
- Capital £4.623m.

- 2.2 In respect of:

- revenue, the budget requirement was £19.865m which required a £1.005m contribution from general reserves to give an estimated General Fund Reserve balance of £9.027m at the 31st March 2015
- capital, this was to be financed from a mix of capital receipts, capital reserves and working capital.

Budget Monitoring

- 2.3 In early April 2015, the Cabinet received the February 2015 Financial Performance Monitoring Suite. The key financial indicators reported at this time were forecast:

- revenue spending of £19.143m, £1.727m less than the original budget.
- revenue contributions to earmarked reserves for:
 - § Chequers Court £0.5m
 - § Alconbury & Molesworth £0.1m
- revenue contribution **to** general reserves of £0.122m, which compares to an originally budgeted contribution **from** general reserves of £1.005m.
- net capital spending of £3.439m.

3. PROVISIONAL OUTTURN

Provisional Revenue Outturn compared to Original Budget

- 3.1 The provisional revenue outturn for "net expenditure" is £18.171m; this includes the following accounting adjustments:

- statutory adjustments in respect of contributions to earmarked reserves for capital receipts/grants,
- technical adjustments in respect of Receipts in Advance, and
- cash adjustments in respect of Irrecoverable VAT, government grant and bad debts provision.

- 3.2 Considering the aforementioned provisional outturn, the net impact of this is that net service expenditure is less than the original budget by £2.699m. The additional underspend of £0.972m from the reported February estimated outturn of £19.143m, is in large part due to all services reducing their expenditure. Since the February forecast, the main areas of significant underspend have been:

- £55,000 Leisure centres
- £65,000 Operations Management
- £66,000 IMD vacancies
- £97,000 Pathfinder House
- £104,000 Street Cleaning

- 3.3 In addition to the reported underspend of £2.699m, the Council is also the accountable body for the Transformation Challenge Award (TCA) grant scheme which is providing “seed funding” for the Tranche 1 shared service projects being undertaken by the three strategic partners (South Cambridgeshire and Cambridge City councils). As noted in the reserves commentary below, this will be moved to an earmarked reserve for future workings.
- 3.4 In addition to the expenditure savings, there has also been additional income from Licencing of £44,000 and Car parks of £122,000.
- 3.5 Table 1 below is a comparison of the original budget approved by Council in February 2014 against the provisional outturn for March 2015. The table highlights both the underspend by services and the additional government funding but reconciling back to the approved Council Tax set in February 2014.

Table 1				
Summary of the variations from the Original Budget to the Provisional Revenue Outturn for 2014/15				
	Original Budget £m	Provisional Outturn £m	Variance	
			£m	%
Net service expenditure	20.870	18.171	(2.699)	(12.93)
Government Support & Collection Fund surplus	(12.227)	(14.244)	(2.017)	16.5
Use of reserves:				
- to/(from) reserves	(1.005)	0.122	1.127	112.4
- to earmarked reserves		3.589	3.589	
Council Tax	(7.638)	(7.638)		

- 3.6 Further analysis in respect of net service expenditure, government funding and the proposed reserve allocation is included below.

Variations in Net Service Expenditure

- 3.7 During the year, Heads of Service have provided commentary for the variations in their service forecasts to the updated budget (the 2014/15 original budget + approved carried forward budgets from 2013/14); this is summarised in Table 2 below.

Table 2		
Revenue Budget summary	£ m	£ m
Original Approved Budget for 2014/15		20.870
Delayed spending from 2013/14	0.227	
Updated Budget		21.097
Services		
Corporate & Directors	(0.358)	
Resources & Corporate Finance	(0.045)	
Customer Services	(0.932)	
Operations	(0.805)	
Development	(0.595)	
Community	(0.422)	
Health & Leisure	0.073	
		(3.083)
Recharges outside revenue	0.157	
Provisional Outturn as at March 2015	(2.699)	18.171

- 3.8 However, so members can see the outturn against the original budget that was approved in February 2014, a detailed analysis is shown in Appendix 1 (this shows by service, the variation between the provisional outturn against both the original budget and the February forecast). Commentary is provided on variances greater than £75,000.

Variation in Funding

- 3.9 2014/15 was the second year of the new localised Retained Business Rates scheme which has been a significant change in Central Government funding. The new Business Rates scheme introduced a more complex accounting regime that required changes to how funding was to be calculated, some of which were not recognised in the 2014/15 budget setting process. These variations were confirmed in May 2015 with the completion of the central government "NDR 3" return. A number of factors have contributed to this funding variation not being forecast during the year, steps are now being undertaken to remedy this.
- 3.10 Table 3 below shows the variances between Central Government funding in the original budget that was approved in February 2014 and the provisional outturn.

Table 3			
Central Government Funding 2014/15	Budget	Actual	Variation
	£ m	£ m	£ m
Retained Business Rates	4.218	6.140	(1.922)
New Homes Bonus	3.344	3.358	(0.014)
RSG	4.562	4.563	(0.001)
Council Tax Freeze Grant	0.082	0.082	0.000
Council Tax Collection Fund	0.021	0.101	(0.080)
Total	12.227	14.244	(2.017)

3.11 Further analysis on the variations to the funding is detailed below:

Retained Business Rates

£4.218m was included in the original budget for Retained Business Rates and this was based on the 2013/14 forecast with inflation. The actual Retained Business Rates received was £6.140m, creating additional funding of £1.922m of which £0.660m was identified during the year. The remaining £1.262m comprises of:

- £0.493m additional Retained Business Rates
- £0.769m reliefs and Section 31 grants.

These adjustments arose from the implementation of the new localised Business Rates scheme. The payments received in 2014/15 are taken from the “NDR 1” return which was completed after the budget had been set. Government policy also allows for additional new burdens, which were not budgeted for in 2014/15.

New Homes bonus

The New Homes Bonus was budgeted at £3.344m. This was received but Central Government distributed additional New Homes Bonus funding, of which Huntingdonshire’s share was a marginal increase of £13,640.

RSG and Council Tax Freeze Grant

The original budget for RSG (£4.562m) and Council Tax Freeze Grant (£82,000) were received as planned.

Council Tax Collection Fund

At the time the 2014/15 budget was compiled, it was estimated that the surplus on the Council Tax collection fund would be £21,000, the actual surplus paid during the year was £101,000.

Use of Reserves

General Fund Reserve

3.12 For the 2014/15 budget, the movement in the General Fund balance was estimated to be as follows:

	£m
31st March 2014:	10.032
Contribution from Reserves:	(1.005)
31st March 2015:	9.027

3.13 However, the actual opening general fund balance was £8.684m. As noted earlier, the provisional revenue outturn is indicating a surplus of £3.711m, of which £0.122m will be allocated to the General Fund balance and the balance of £3.589m allocated to Earmarked Reserves.

Earmarked Reserves

3.14 With the Council’s commitment to improving its financial resilience, it is proposed that the £3.589m noted above is transferred to earmarked reserves. Table 4 below shows the existing earmarked reserves as at 31st March 2014 with the proposed additions. The remaining movements will be finalised during the accounts closure process.

Table 4	Opening Balance at 01.04.14	Service Additions 2014/15	TCA Provisional Additions 2014/15	Provisional Balance at 31.03.15
Earmarked Reserve Summary	£ m	£ m	£ m	£ m
Section 106 agreements	(1.7)			(1.7)
Commuted S106 payments	(1.1)			(1.1)
Repairs and Renewals	(1.2)			(1.2)
Delayed projects	(0.2)	(0.3)		(0.5)
Collection Fund	(2.7)			(2.7)
Capital Investment	(2.0)			(2.0)
Special Reserve	(2.5)			(2.5)
Other reserve	(0.6)			(0.6)
NEW – Alconbury & Molesworth		(0.1)		(0.1)
NEW – Chequers Court Development		(0.5)		(0.5)
NEW – Commercial Investment Strategy		(2.7)		(2.7)
NEW - TCA Funding for Shared Service			(0.4)	(0.4)
Total	(12.0)	(3.6)	(0.4)	(16.0)

- An “Alconbury & Molesworth Support and Challenge reserve” to be established to support these communities during the transition period when the USAF closes these bases. (Approved by Cabinet 12th February 2015, Minute no.69).
- “Chequers Court Development reserve” to be established to mitigate the risk of any shortfall in external contributions as recommended in the Leisure St Ives/Multi-Storey Car Park Project closure report. (Overview & Scrutiny Project Development Select Committee).
- The carry forward reserve for specific and approved carry forwards approved by the Head of Resources into the 2015/16 budget.
- TCA funding received for the shared service partnership with South Cambridgeshire and Cambridge City Councils needs to be moved to an earmarked reserve as per regulations.
- A “Commercial Investment Strategy reserve” is established which will provide a source of funding for the development of the Councils Commercial Investment Strategy which starting the Councils commitment to removing the New Homes Bonus from its core funding stream.

Provisional Capital Outturn compared to the Updated Budget

- 3.15 The provisional capital outturn for 31st March 2015 is £2.999m; this takes into account all known cash adjustments. At the time of writing this report, it is not expected that there will be any further accounting adjustments that will affect the provisional outturn. However, if such adjustments are required these will be reported at the final outturn stage.
- 3.16 The original 2014/15 Capital programme was £4.623m; however a reduction of £3.080m was approved in February 2015 as part of the 2015/16 budget process, giving an Updated Budget of £3.488m. Considering the aforementioned provisional capital outturn, the net impact is that expenditure is £0.489 less than the Updated Budget. The table below summarises the main variations, a more detailed analysis is shown in Appendix 2. Commentary is provided on variances greater than £25,000.

Table 5		
2014/15 Capital Programme Summary		
	£ m	£ m
Original Approved Capital Programme	4.623	
Approved Slippage from 2013/14	1.945	
February 2015 Approved Changes	(3.080)	
Updated Capital Programme		3.488
Provisional Capital Outturn		2.999
Variation Provision Outturn Against Updated Budget		(0.489)
Variances:		
Overspend	0.012	
Underspend	(0.617)	
Unused Budget	(0.194)	
Cancelled Scheme	(0.121)	
Delayed to 2015/16	0.271	
Revenue expenditure on Capital projects	0.160	
		(0.489)
Financing of Provisional Capital Outturn		
External Borrowing	0	
Capital Receipts	0.877	
Capital Grants Unapplied Reserve	0	
		0.877
Minimum Revenue Provision		1.331
Working Capital		0.791
Total Financing		2.999

Proposed Use of Unused Capital Resources

- 3.17 Of the £0.489m unused capital programme, it is proposed that £0.271m is transferred to the 2015/16 programme for projects that have been committed but due to timing delays have not been completed in the financial year as detailed in Table 6 below.

Table 6		
2014/15 Carry forward to 2015/16 Capital Programme		
	£	Narrative
Resources		
Vat Exempt Capital	(9,000)	VAT due as a result of the Capital projects below
Customer Services		
Business Systems General	(13,000)	New router for Pathfinder House committed.
Operations		
Bldg Efficiency -Salix Funding	(65,000)	Delayed due to procurement complications for the installation of an air unit at One Leisure Huntingdon.
Environment Strategy	(30,000)	Delay in the Loves Farm Community Centre of which £30,000 had been allocated to energy efficiency modifications.
Pathfinder House Site	300,000	Delay in the sale of land outside Pathfinder House
Hdon Town C Extra Car Parking	500,000	Delayed Developer contribution receipt now expected early 2015/16.
Car Park Improvements	(25,000)	The scheme was revised towards the end of the year which has delayed the start of the works.
Development		
Huntingdn West Development	(58,000)	County's final contribution is outstanding, expected to be paid in 2015/16.
Housing Private Sector Grants	(45,000)	Commitments made but staffing issues at Cambs HIA delayed the progress on some cases.
Disabled Facilities Grants	(145,000)	As above
Community		
Cctv Shared Service-Contro Rm	(2,000)	Replacement of kit delayed.
Health & Leisure		
St Ivo Leisure Centre Redevelopment	(60,000)	Retention on the redevelopment yet to be finalised.
Leisure Centres - Future Mttce	(74,000)	Works delayed due to late inspection reports.
Total Carry forward to 2015/16	274,000	

4. COMMENTS OF OVERVIEW & SCRUTINY

- 4.1 The Overview and Scrutiny Panel (Economic Well-Being) considered a report on the 4th June 2015 by the Head of Resources on Provisional Outturn 2014/15. The Panel were informed that money that has been saved in this time frame will be invested back into the Council. Feedback on the report was positive, with discussion focussing on those savings achieved in 2014/15. Members recommended that the report be approved by Cabinet.

5. LEGAL IMPLICATIONS

- 5.1 No direct, material legal implications arise out of this report.

6. RESOURCE IMPLICATIONS

- 6.1 The resource implications are noted within this report.

LIST OF APPENDICES INCLUDED

Appendix 1 - Revenue Variance Analysis
Appendix 2 - Capital Variance Analysis

BACKGROUND PAPERS

Working papers in Resources.

CONTACT OFFICER

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Rebecca Maxwell, Accountancy Manager

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Appendix 1 Revenue Variance Analysis

	Original Budget £ 000 A	Updated Budget £ 000 B	February 2015 Reported Forecast Outturn £ 000 C	Provisional Outturn at 31st March 2015 £ 000 D	Variation of Provisional Outturn to Original Budget £ 000 (D - A)	Variation of Provisional Outturn to February Forecast £ 000 (D - C)	Narrative
Corporate & Directors							
Corporate Office	784	1,433	1,381	1,177	392	(204)	HoS & Corp Directors - salary forecast not adjusted for later start dates, saving of £74,000. Corporate Team - vacancy savings of £60,000 used to fund redundancy costs included in Corporate Finance. TIC Kiosks were not replaced, saving £30,000.
Democratic Services	494	796	773	721	227	(53)	
Managing Director	186	182	182	205	19	23	
Non Distributed Costs	204	204	190	190	(15)	(1)	
Human Resources	589	588	571	553	(35)	(17)	
	<u>2,257</u>	<u>3,203</u>	<u>3,097</u>	<u>2,845</u>	<u>588</u>	<u>(252)</u>	
Resources							
Commercial Estates	(1,594)	(1,489)	(1,412)	(1,365)	229	47	
Legal Services	1,044	318	308	293	(751)	(15)	
Procurement Services	57	63	65	62	6	(3)	
Internal Audit	625	626	595	531	(94)	(64)	
Finance	764	761	613	635	(129)	21	
Corporate Finance	<u>3,382</u>	<u>2,762</u>	<u>2,549</u>	<u>2,840</u>	<u>(542)</u>	<u>291</u>	Council wide - Redundancy and early retirements costs £269,000 as mentioned above.
	<u>4,279</u>	<u>3,042</u>	<u>2,719</u>	<u>2,997</u>	<u>(1,282)</u>	<u>278</u>	

	Original Budget £ 000 A	Updated Budget £ 000 B	February 2015 Reported Forecast Outturn £ 000 C	Provisional Outturn at 31st March 2015 £ 000 D	Variation of Provisional Outturn to Original Budget £ 000 (D - A)	Variation of Provisional Outturn to February Forecast £ 000 (D - C)	Narrative
Customer Services							
Customer Services	1,062	1,140	990	928	(134)	(61)	
Document Centre Information Management	479	473	478	464	(15)	(14)	
	1,800	1,729	1,524	1,446	(354)	(78)	IMD - delayed delivery of Council Website and develop flexible working technologies, carry forward to 2015/16 approved for £48,000.
Housing Needs & Resources	291	291	234	231	(60)	(3)	
Benefits	(867)	(813)	(1,023)	(1,084)	(217)	(61)	
Local Taxation	(586)	(587)	(529)	(548)	38	(19)	
Management Units	2,755	2,859	2,766	2,722	(33)	(43)	
	4,935	5,092	4,439	4,160	(775)	(280)	
Operations							
Facilities Management	1,085	1,092	1,036	935	(151)	(101)	Pathfinder House - Utilities saving of £16,000, 3rd floor alterations delayed £32,000 and cleaning contract salaries saving of £34,000.
Environment Management	229	210	223	222	(7)	(2)	
Green Spaces	1,049	1,070	1,036	1,032	(17)	(4)	
Streetscene	(1,238)	(1,227)	(1,261)	(1,372)	(135)	(111)	Carparks - additional income than expected
Waste & Street cleansing	3,367	3,324	3,068	2,889	(478)	(179)	Trade waste - additional income of £35,000 Refuse and street cleaning - staff vacancies in year
Operations Management	962	883	907	841	(121)	(66)	
	5,455	5,351	5,008	4,546	(908)	(462)	

	Original Budget £ 000 A	Updated Budget £ 000 B	February 2015 Reported Forecast Outturn £ 000 C	Provisional Outturn at 31st March 2015 £ 000 D	Variation of Provisional Outturn to Original Budget £ 000 (D - A)	Variation of Provisional Outturn to February Forecast £ 000 (D - C)	Narrative
Development							
Planning Policy	457	488	239	218	(238)	(20)	
Development Control	(1,163)	(1,139)	(1,139)	(1,025)	138	114	Applications - fee income lower in February and March than budgeted. CIL - lower receipts and reduced CIL contributions.
Building Control	(4)	17	(72)	(62)	(58)	11	
Economic Development	96	218	231	191	96	(40)	
Transport	114	114	114	95	(19)	(19)	
Housing Policy	31	32	(7)	(0)	(31)	7	
Management Units	2,254	2,133	1,847	1,851	(404)	3	
	<u>1,785</u>	<u>1,863</u>	<u>1,213</u>	<u>1,268</u>	<u>(517)</u>	<u>55</u>	
Community							
C C T V	141	155	287	288	148	2	
Licencing	(286)	(129)	(143)	(188)	99	(44)	
Environmental Health	1,272	1,204	1,034	934	(338)	(100)	Environmental Services - additional salary savings of £9,000 as well as other savings on supplies & services and training. Public Health - Equipment maintenance savings of £13,000 and smaller underspends
Community Safety	663	659	605	606	(57)	1	
Projects And Assets	1,007	1,020	896	847	(161)	(50)	
	<u>2,796</u>	<u>2,908</u>	<u>2,678</u>	<u>2,487</u>	<u>(310)</u>	<u>(192)</u>	
				0			

	Original Budget £ 000 A	Updated Budget £ 000 B	February 2015 Reported Forecast Outturn £ 000 C	Provisional Outturn at 31st March 2015 £ 000 D	Variation of Provisional Outturn to Original Budget £ 000 (D - A)	Variation of Provisional Outturn to February Forecast £ 000 (D - C)	Narrative
Health & Leisure							
Sports and Active Lifestyles	181	280	280	259	77	(21)	
Leisure Centres	(209)	(34)	123	61	269	(62)	
	(27)	246	403	320	347	(84)	
Recharges outside Revenue	(609)	(609)	(415)	(452)	157	(37)	
Total	20,870	21,097	19,143	18,171	(2,699)	(972)	
Definition:							
A - Original Budget	The Budget that was approved by Council in February 2014.						
B - Updated Budget	The original budget including approved carry forwards from 2013/14.						
C - February Forecast	The estimated year end position including known variances.						
D - Provisional Outturn	The provisional year end position which includes all cash movement but may not include all statutory and reserve adjustments.						

Appendix 2 Capital Variance Analysis

	Original Budget	Updated Budget (with slippage)	Updated Budget (Feb 2015)	Provisional Outturn	Variation to Updated budget	Narrative
	£ 000	£ 000	£ 000	£ 000	£ 000	
	A	B	C	D	(D - C)	
Resources						
Highlode Ramsey	0	263	0	0	0	
Capital Holding Ac	50	50	0	0	0	
Vat Exempt Capital	27	31	29	0	(29)	This budget is allocated within the the necessary projects below.
	<u>77</u>	<u>344</u>	<u>29</u>	<u>0</u>	<u>(29)</u>	
Customer Services						
Multi-Functional Devices	80	80	0	0	0	
Document Centre Equipment	0	45	0	0	0	
Printing Equipment	33	1	10	8	(2)	
ICT Virtualisation	132	303	232	311	79	The overspend is due to revenue to capital transfers.
Business Systems General includes:						
Business Systems General	200	224	130	49	(81)	The following budgets are related to the Business Systems General budget. The
G I S Corporate	0	7	3	0	(3)	overall variance is an underspend of £12,000.
Uniform	0	3	0	16	16	
E-Forms	0	0	0	3	3	
Share Point Systems	0	3	0	0	0	
Council Tax Support Software	0	10	0	0	0	
Payments Hub (Business System)	0	0	0	2	2	
Mobile Apps (Business System)	0	5	0	0	0	
Housing Bens - Mobile Working	0	0	0	3	3	
Income Management (Revenues)	0	0	0	6	6	
Call Centre Replacement	0	0	0	35	35	
Community Infrastructure Levy	0	23	0	7	7	
	<u>445</u>	<u>704</u>	<u>375</u>	<u>440</u>	<u>65</u>	

	Original Budget	Updated Budget (with slippage)	Updated Budget (Feb 2015)	Provisional Outturn	Variation to Updated budget	Narrative
	£ 000	£ 000	£ 000	£ 000	£ 000	
	A	B	C	D	(D - C)	
Operations						
Bldg Efficiency -Salix Funding	50	33	70	5	(65)	The project to replace a air handing unit at One Leisure Huntingdon exceeded the tender price due a complicated installation requirement.
Environment Strategy	105	125	126	41	(85)	£30,000 for energy efficiency modifications at Loves Farm Community Centre has been delayed. The remaining budget has not been spent because RE-FIT (the energy use reduction procurement initiative) are reviewing which packages of schemes will provide the best payback.
Sustainable Homes Retrofit	0	0	(205)	(210)	(5)	
Pathfinder House Site	(250)	(250)	(300)	0	300	Sale of land at St Marys Street has been delayed.
Car Park Improvements	151	151	151	5	(146)	Resurfacing of Tebbuts Road car park has been revised, delayed to 2015/16.
Hdon Town C Extra Car Parking	(500)	(317)	(267)	242	509	Developer contribution receipt of £0.5m delayed to 2015-16.
Recycling Kerbside Collection	297	379	379	99	(280)	Budget reviewed in 14/15 and discovered to be vastly overstated
Refuse/Green Waste Collection	0	21	0	0	0	
Vehicles & Plant	1,079	1,566	1,056	801	(255)	Prolonged life of current vehicles to delay expenditure.
Pool Vehicles	0	20	16	16	(0)	
In Cab Technology	0	70	70	0	(70)	Bottle neck in software development, slipped into 2015/16
Play Equipment	40	63	43	43	(0)	
Play Equipment - Section 106	47	48	0	(1)	(1)	
	<u>1,019</u>	<u>1,909</u>	<u>1,139</u>	<u>1,041</u>	<u>(98)</u>	
Development						
Huntingdn West Developmt (Hgf)	941	1,227	298	240	(58)	A final contribution to the County Council remains outstanding, payment expected 2015-16.
Housing Private Sector Grants	75	125	93	47	(46)	Commitments made but staffing issues at Cambs HIA delayed the progress on some cases.
Disabled Facilities Grants	1,450	1,300	1,000	855	(145)	Commitments made but staffing issues at Cambs HIA delayed the progress on some cases.
Decent Homes Cat 1 Hazards	10	10	10	2	(8)	
MHP Replacement Static Caravan	0	30	38	50	12	
	<u>2,476</u>	<u>2,692</u>	<u>1,439</u>	<u>1,194</u>	<u>(245)</u>	

	Original Budget	Updated Budget (with slippage)	Updated Budget (Feb 2015)	Provisional Outturn	Variation to Updated budget	Narrative
	£ 000	£ 000	£ 000	£ 000	£ 000	
	A	B	C	D	(D - C)	
Community						
CCTV - Camera Replacements	45	81	39	40	1	
CCTV - Wireless	0	290	0	0	0	
Cctv Shared Service-Contro Rm	2	2	2	0	(2)	
Loves Farm Community Centre	37	29	29	30	1	
	<u>84</u>	<u>401</u>	<u>70</u>	<u>70</u>	<u>(0)</u>	
Health & Leisure						
Pedals Scheme Equipment	0	11	2	2	(0)	
Replacement Fitness Equipment	200	200	0	0	0	
St Ives Leisure Centre Redevelopment	0	0	166	109	(57)	This scheme has been the subject of a full report to Cabinet and all variations have been explained in that report.
Leisure Centres Maintenance includes:						
St Ives - Indoor	0	0	0	52	52	New process for approving works has meant that some planned work has been
St Ives -Outdoor	0	0	0	13	13	deferred because it still has useful life left in it.
Huntingdon	0	0	0	50	50	
St Neots	0	0	0	12	12	
Ramsey	0	0	0	7	7	
Sawtry	0	0	0	7	7	
	<u>200</u>	<u>211</u>	<u>168</u>	<u>253</u>	<u>85</u>	
Total	4,301	6,261	3,220	2,998	(222)	
Definition:						
A - Original Budget	The budget that was approved by Council in February 2014.					
B - Updated Budget	The original budget including approved carry forwards from 2013/14.					
C - Updated Budget (February 2015)	The 2014/15 programme was revised during the 2015/16 budget process.					
D - Provisional Outturn	The provisional year end position which includes all cash movement but may not include all statutory and reserve adjustments.					

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Public
Key Decision - No

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter: Treasury Management Annual Report 2014/15

Meeting/Date: Overview & Scrutiny Economic – 4th June 2015
Cabinet – 18th June 2015

Executive Portfolio: Resources: Councillor J A Gray

Report by: Head of Resources

Ward(s) affected: All Wards

Executive Summary:

The Council's Treasury Management processes are underpinned by CIPFA's Code of Practice on Treasury Management, the Code requires the Council to produce an annual Treasury Management Strategy, for 2014/15 this was approved by Council on the 13th February 2014. The code of practice also recommends that members are informed of treasury management activity at least twice a year; the first report, the 2014/15 mid-year report was reported to Cabinet on the 20th November 2014 and this is the second of the two reports.

The Council will during the course of its normal business borrow and invest substantial sums of money, and as a consequence is exposed to financial risks including the loss of invested funds and the revenue effect of changing interest rates.

The identification and monitoring of these risks are central to the Council's Treasury Management Strategy. The main points of the Treasury Management Strategy are;

- Ensuring the Council has sufficient cash to meet its day to day obligations.
- Borrowing when necessary to fund capital expenditure, including borrowing in anticipation of need when rates are considered to be low.
- Investing surplus funds in a manner that balances low risk of default by the borrower with a fair rate of interest.

Throughout 2014/15 there has been a moderate reduction in the credit rating of financial institutions, in order to mitigate the risk from this the Council has mainly invested on a short-term basis, with significant use made of call accounts, where access to funds is instant. Borrowing has also been made mainly on a short-term basis.

The Council's banker, NatWest was downgraded in March 2014 and as a consequence was removed from the counterparty list. NatWest will not be used for investments but will continue to be used for operational banking requirements.

The average interest rate paid for borrowing was 3.24%, and the average interest rate received for investing was 1.20%.

Recommendation(s):

- That Cabinet comment on the 2014/15 Treasury Management performance.

1. WHAT IS THIS REPORT ABOUT/PURPOSE?

- 1.1 Council approves the Treasury Management Strategy for the coming year when it approves the Budget and the Medium Term Financial Strategy (MTFS) each February. It also receives a mid-year report and an annual report after the end of the financial year. The Strategy is scrutinised by the Overview & Scrutiny: Economic Panel.

2. BACKGROUND

- 2.1 This report covers treasury activity and the associated monitoring and control of risk.

- 2.2 The key points in the 2014/15 Strategy were:

- Ensuring the Council has sufficient cash to meet its day to day obligations.
- Borrowing when necessary to fund capital expenditure, including borrowing in anticipation of need when rates are considered to be low.
- Investing surplus funds in a manner that balances low risk of default by the borrower with a fair rate of interest.

Economic Review

- 2.3 An economic review of the year has been provided by our Treasury Management advisors, Arlingclose and is attached in Appendix A.

Performance of Funds

- 2.4 The following table summarises the treasury management transactions undertaken during the 2014/15 financial year and the details of the investments and loans held as at 31st March 2015 are shown in detail in Appendix B.

	Principal Amount £m	Interest Rate %
Investments		
at 31 st March 2014	3.5	1.74
less matured in year	-189.1	
plus arranged in year	+189.5	
at 31 st March 2015	3.9	0.38
Average Investments	7.9	1.20
Borrowing		
at 31 st March 2014	17.4	2.55
less repaid in year	-25.1	
plus arranged in year	+19.0	
at 31 st March 2015	11.3	3.73
Average Borrowing	13.1	3.24

- 2.5 The average rate of interest on all investments was 1.20%, 0.85% above the 7-day benchmark rate of 0.35%, this represents a return of over three times the bench-mark rate. This good performance was due to £1.4m of the investments being locked into higher rates before the year started together with the use of liquidity accounts with major banks and Money Market Funds

which gave the added safety of instant access together with interest rates in excess of the benchmark.

- 2.6 If only short-term cash flow investment activity is considered, the rate of interest on investments was 0.46%, which is around 30% higher than the 7-day benchmark rate of 0.35%.
- 2.7 The Council's exposure to interest rate risk at the end of the year was:
- £11.3m long term borrowing from the PWLB, at a weighted average rate of 3.71%.
 - Short term borrowing at 31 March 2015 was nil.
- 2.8 The actual net investment interest payable (after deduction of interest receivable on loans) was £331,000. This is a saving of £13,000 against the original budget. This is mainly due to higher than expected reserves reducing the need to borrow externally, because use can be made of internal funds.

Strategy - Borrowing

- 2.9 **Long-term borrowing.** The strategy allowed for 'must borrow' to finance that part of the capital programme that could not be met from internal funds. There was also a provision for 'may borrow' which allowed borrowing in anticipation of need, based on whether longer term rates seemed low compared with future likely levels. Short-term borrowing rates were very low, as a result short-term borrowing and internal borrowing was used for funding.
- 2.10 **Short-term borrowing.** The Authority needed to borrow short-term during the year to manage its cash flow; it averaged £1.8m per day.

Strategy - Investments

- 2.11 The Council's strategy for 2014/15 was based on all investments being managed in-house. The investments were of three types:
- Time deposits
 - Liquidity (call) accounts (with banks with a high credit rating and the top 25 building societies by asset value)
 - Money Market Funds
- 2.12 In March 2014 the long-term rating of both the Royal Bank of Scotland and NatWest Bank were downgraded to Baa1. This rating is below the Council's minimum investment credit criterion of AA-, as a consequence, following advice from ArlingClose, the council's treasury management advisors, the bank was withdrawn from the Council's counterparty list for investment purposes. The NatWest bank will continue to be used for operational banking purposes (cash flow and day-to-day banking) but not for investments. All bank accounts held with NatWest are maintained at or as close to zero as day to banking processes allow.
- 2.13 The strategy includes limits on the size of investments with each organisation and country limits. The limits are shown in Annex C.
- 2.14 The strategy was reviewed during the course of the year and the mid-year report was reported to Cabinet on the 20th November 2014.

Risk Management

- 2.15 The Council's primary objectives for the management of its investments are to give priority to the security and liquidity of its funds before seeking the best rate of return.
- 2.16 **Security** is managed by investing short-term with highly-rated banks, building societies and local authorities in the UK. The Authority received regular updates from its advisors, Arlingclose, sometimes daily, on changes to the credit rating of counterparties. This allowed the Council to amend its counterparty list and not invest where there is concern about the credit rating.
- 2.17 **Liquidity.** The majority of the Council's invested funds have been held in liquidity accounts or Money Market Funds, which have a rate of interest above base rate and provide instant access to funds.
- 2.18 **Cash Flow.** Overall, liquidity was managed by producing daily cash flow forecasts that help set the limit on the duration of the investments in time deposits. The projections turned out to be cautious which sometimes resulted in funds being available before they were needed with any surplus being invested on a temporary basis.
- 2.19 **Return on investments.** Security and liquidity took precedence over the return on investments, which resulted in investments during 2014/15 generally being of short duration due to the benefit of good rates on liquidity and growing concerns over the credit rating of counterparties. With the Bank of England base rate being set at historically low levels, the rates of return available from the market are consequently also low.

Compliance with Regulations and Codes

- 2.20 All the treasury management activity undertaken during the financial year complied with the approved strategy, the CIPFA Code of Practice, and relevant legislation.
- 2.21 The Code requires the Council to approve both Treasury Management and Prudential Indicators. Those for 2014/15 were approved at the Council meeting on 26th February 2014. Annex D shows the relevant prudential indicators and the actual results.

3. OPTIONS CONSIDERED/ANALYSIS

- 3.1 Option analysis was not considered for this report.

4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

- 4.1 The Overview and Scrutiny Panel (Economic Well-Being) considered a report on the 4th June 2015 by the Head of Resources on the Treasury Management Strategy 2014/15 Outturn Report. The Panel recommended that the report be approved by Cabinet.

5. KEY IMPACTS/RISKS?

HOW WILL THEY BE ADDRESSED?

- 5.1 The risks arising from treasury management activities are highlighted in the report and are measured by reference to the prudential indicators in appendix D.

6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION

- 6.1 Treasury management activities will continue to be monitored, in order to mitigate security and liquidity risks.

7. LINK TO THE CORPORATE PLAN

- 7.1 Treasury management activities have contributed to local community by the advancing of loans to two local organisations and by ensuring that funds are available to continue to provide council services.

8. CONSULTATION

- 8.1 No consultation has taken place.

9. LEGAL IMPLICATIONS

- 9.1 No direct, material legal implications arise out of this report.

10. RESOURCE IMPLICATIONS

- 10.1 The resource implications are explained within this report.

11. OTHER IMPLICATIONS

- 11.1 No other implications are expected to arise from this report.

12. REASONS FOR THE RECOMMENDED DECISIONS

- 12.1 The treasury management activity continues to be monitored, to ensure that risk arising are mitigated.

13. LIST OF APPENDICES INCLUDED

Appendix A – Economic review prepared by Arlingclose
Appendix B – Borrowing and investments as at 31st March 2015
Appendix C – In House Fund Management
Appendix D – CIPFA Prudential Indicators

BACKGROUND PAPERS

Working papers in Resources
CIPFA Treasury Management Code of Practice

CONTACT OFFICERS

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APPENDIX A

ECONOMIC REVIEW OF 2014/15 PROVIDED BY ARLINGCLOSE

- 1.1 Growth:** The robust pace of GDP growth of 3% in 2014 was underpinned by a buoyant services sector, supplemented by positive contributions from the production and construction sectors. Resurgent house prices, improved consumer confidence and healthy retail sales added to the positive outlook for the UK economy given the important role of the consumer in economic activity.
- 1.2 Inflation:** Annual CPI inflation fell to zero for the year to March 2015, down from 1.6% a year earlier. The key driver was the fall in the oil price (which fell to \$44.35 a barrel a level not seen since March 2009) and a steep drop in wholesale energy prices with extra downward momentum coming from supermarket competition resulting in lower food prices. Bank of England Governor Mark Carney wrote an open letter to the Chancellor in February, explaining that the Bank expected CPI to temporarily turn negative but rebound around the end of 2015 as the lower prices dropped out of the annual rate calculation.
- 1.3 Labour Market:** The UK labour market continued to improve and remains resilient across a broad base of measures including real rates of wage growth. January 2015 showed a headline employment rate of 73.3%, while the rate of unemployment fell to 5.7% from 7.2% a year earlier. Comparing the three months to January 2015 with a year earlier, employee pay increased by 1.8% including bonuses and by 1.6% excluding bonuses.
- 1.4 UK Monetary Policy:** The Bank of England's MPC maintained interest rates at 0.5% and asset purchases (QE) at £375bn. Its members held a wide range of views on the response to zero CPI inflation, but just as the MPC was prepared to look past the temporary spikes in inflation to nearly 5% a few years ago, they felt it appropriate not to get panicked into response to the current low rate of inflation. The minutes of the MPC meetings reiterated the Committee's stance that the economic headwinds for the UK economy and the legacy of the financial crisis meant that increases in the Bank Rate would be gradual and limited, and below average historical levels.
- 1.5 UK Political Environment:** Political uncertainty had a large bearing on market confidence this year. The possibility of Scottish independence was of concern to the financial markets, however this dissipated following the outcome of September's referendum. The risk of upheaval (the pledge to devolve extensive new powers to the Scottish parliament; English MPs in turn demanding separate laws for England) lingers on. The highly politicised March Budget heralded the start of a closely contested general election campaign and markets braced for yet another hung parliament.
- 1.6 The Eurozone Political:** On the continent, the European Central Bank lowered its official benchmark interest rate from 0.15% to 0.05% in September and the rate paid on commercial bank balances held with it was from -0.10% to -0.20%. The much-anticipated quantitative easing, which will expand the ECB's balance sheet by €1.1 trillion was finally announced by the central bank at its January meeting in an effort to steer the euro area away from deflation and invigorate its moribund economies. The size was at the high end of market expectations and it will involve buying €60bn of sovereign bonds, asset-backed securities and covered bonds a month commencing March 2015 through to September 2016. The possibility of a Greek exit from the Eurozone refused to subside given the clear frustrations that remained between its new government and its creditors.

- 1.7 The US Economy:** The US economy rebounded strongly in 2014, employment growth was robust and there were early signs of wage pressures building, albeit from a low level. The Federal Reserve made no change to US policy rates. The central bank however continued with ‘tapering’, i.e. a reduction in asset purchases by \$10 billion per month, and ended them altogether in October 2014. With the US economy resilient enough the weather the weakness of key trading partners and a strong US dollar, in March 2015 the Fed removed the word “patient” from its statement accompanying its rates decisions, effectively leaving the door open for a rise in rates later in the year.
- 1.8 Market reaction:** From July, gilt yields were driven lower by a combination of factors: geo-political risks emanating from the Middle East and Ukraine, the slide towards deflation within the Eurozone and the big slide in the price of oil and its transmission though into lower prices globally. 5-, 10- and 20-year gilt yields fell to their lows in January (0.88%, 1.33% and 1.86% respectively) before ending the year higher at 1.19%, 1.57% and 2.14% respectively.

APPENDIX B

BORROWING AND INVESTMENTS AT 31 MARCH 2015

	Short-term Rating		Date Invested/ Borrowed	Amount		Interest Rate	Year of Maturity
	Fitch	Moody's		£m	£m		
Borrowing							
Short-term							
NIL							
Long-term							
PWLB			07/08/13	1.296		2.24%	2023/24
PWLB			19/12/08	5.000		3.91%	2057/58
PWLB			19/12/08	5.000		3.90%	2058/59
					11.296		
Total Borrowing					11.296		
Investments In-House							
Investments							
NatWest Liquidity	F1	P2		0.079m		0.25%	On-call
Cambridge Building Society	Not rated			0.100m		0.50%	On-call
Santander	F1	P1		0.100m		0.50%	On-call
Blackrock	AAAmf			1.120m		0.46%	On-call
Handelsbanken				0.435m		0.30%	On-call
Barclays				0.255m		0.45%	On-call
Public Sector Deposit Fund	AAAmf			0.650m		0.33%	On-call
Total Investments					2.534		
Loans							
Alconbury Parish Council	Not rated			0.006m		0.50%	2016/17
Huntingdon Regional College	Not rated			1.305m		3.34%	2023/24
Huntingdon Gym	Not rated			0.064m		5.13%	2023/24
Total Loans					1.375		
Total Investments					3.909		
Net Borrowing					7.387		

APPENDIX C

IN-HOUSE FUND MANAGEMENT (IF NO FURTHER ADVANCE BORROWING)

Duration of investments	No investment shall be longer than 5 years. Maximum duration for a Building Society with no rating is 1 month.																
Types of investments	Fixed term Deposits Deposits at call, two or seven day notice Corporate bonds Money market funds UK Government bonds and Supranational Bank bonds Loans to Organisations Pooled Property Funds																
Credit Ratings	<p>Building Societies All Building Societies with ratings of BBB or above. Building Societies with no ratings. (maximum duration 1 month)</p> <p>Money Market Funds AAA credit rating Pooled Property Funds (such funds are not credit rated as they are investments in non-liquid assets)</p> <p>Local Authorities or UK Government No rating required</p> <p>Non-Building Societies Short term rating F1 by Fitch or equivalent. Long-term rating of AA- by Fitch or equivalent if the investment is longer than 1 year.</p> <p>Loans to Organisations These will not require a specific credit rating but will be subject to individual approval by Cabinet.</p>																
Maximum limits per counterparty (group), country or non-specified category	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">F1+ or have a legal position that guarantees repayment for the period of the investment</td> <td style="text-align: right; padding: 2px;">£5m</td> </tr> <tr> <td style="padding: 2px;">F1</td> <td style="text-align: right; padding: 2px;">£4m</td> </tr> <tr> <td style="padding: 2px;">Building Society with assets over £2bn in top 25 (Currently 10)</td> <td style="text-align: right; padding: 2px;">£5m</td> </tr> <tr> <td style="padding: 2px;">Building Society with assets over £1bn if in top 25 (Currently 3)</td> <td style="text-align: right; padding: 2px;">£4m</td> </tr> <tr> <td style="padding: 2px;">Building Society with assets under £1bn in top 25</td> <td style="text-align: right; padding: 2px;">£3m</td> </tr> <tr> <td style="padding: 2px;">Liquidity (Call) Account with a credit rating of F2 or with a legal position that guarantees repayment or a Building Society.</td> <td style="text-align: right; padding: 2px;">£5m</td> </tr> <tr> <td style="padding: 2px;">BUT total invested with counterparty/group shall not exceed</td> <td style="text-align: right; padding: 2px;">£8m</td> </tr> <tr> <td style="padding: 2px;">Money market fund AAA Credit rating</td> <td style="text-align: right; padding: 2px;">£4m</td> </tr> </table> <p>Limit for Non-specified investments</p> <ul style="list-style-type: none"> - £10m in time deposits more than one year - £5m in corporate bonds - £10m in any other types. - £10m Pooled Property funds - £15m in total 	F1+ or have a legal position that guarantees repayment for the period of the investment	£5m	F1	£4m	Building Society with assets over £2bn in top 25 (Currently 10)	£5m	Building Society with assets over £1bn if in top 25 (Currently 3)	£4m	Building Society with assets under £1bn in top 25	£3m	Liquidity (Call) Account with a credit rating of F2 or with a legal position that guarantees repayment or a Building Society.	£5m	BUT total invested with counterparty/group shall not exceed	£8m	Money market fund AAA Credit rating	£4m
F1+ or have a legal position that guarantees repayment for the period of the investment	£5m																
F1	£4m																
Building Society with assets over £2bn in top 25 (Currently 10)	£5m																
Building Society with assets over £1bn if in top 25 (Currently 3)	£4m																
Building Society with assets under £1bn in top 25	£3m																
Liquidity (Call) Account with a credit rating of F2 or with a legal position that guarantees repayment or a Building Society.	£5m																
BUT total invested with counterparty/group shall not exceed	£8m																
Money market fund AAA Credit rating	£4m																

	<p>Country limits</p> <ul style="list-style-type: none"> - UK - unlimited - £5m in a country outside the EU - £10m in a country within the EU (excluding UK) - £20m in EU countries combined (excluding UK) - Country of Domicile for Money Market Funds – unlimited, providing the fund is AAA. <p>Except for Money Market Funds, no investment will be made in country with a sovereign rating of less than AA.</p> <p>These limits will be applied when considering any new investment from 27 February 2014. Lower limits may be set during the course of the year or for later years to avoid too high a proportion of the Council's funds being with any counterparty.</p> <p>Loans to Organisations No limit in value or period.</p>
Benchmark	LGC 7 day rate

APPENDIX D

CIPFA Prudential Indicators for Capital Finance in Local Authorities Prudential Indications and Treasury Management Indications for 2014/15 Comparison of actual results with limits

PRUDENTIAL MANAGEMENT INDICATORS

1. **Actual and Estimated Capital Expenditure.**

	2014/15 Estimate £000	2014/15 Actual £000
Gross	6.3	7.5
Net	4.6	3.2

2. **The proportion of the budget financed from government grants and council tax that is spent on interest and the provision for debt repayment.**

2014/15 Estimate	2014/15 Actual
10%	8.6%

3. **The impact of schemes with capital expenditure on the level of council tax.**

This item is only provided to demonstrate affordability at budget setting and has already been superseded by the equivalent figure in the 2015/16 Treasury Management Strategy indicators.

4. **The capital financing requirement.**

This represents the estimated need for the Authority to borrow to finance capital expenditure less the estimated provision for redemption of debt (the MRP) with no allowance for funding in advance.

2014/15 Estimate £m	2014/15 Actual £m
40.0	35.5

5. **Net borrowing and the capital financing requirement.**

Net external borrowing as at the 31st March 2015, was £7.4m, this is £28.1m less than the capital financing requirement. Thereby confirming that the council has not borrowed for revenue purposes other than in the short-term for cash flow purposes.

6. **The actual external long-term borrowing at 31 March 2015**

£11.3m

7. **Adoption of the CIPFA Code**

The Council has adopted the 2011 edition of the CIPFA Treasury Management Code of Practice.

TREASURY MANAGEMENT INDICATORS

8. The authorised limit for external debt.

This is the maximum limit for borrowing and is based on a worst-case scenario.

	2014/15 Limit £m	2014/15 Actual £m
Short-Term	25.0	0.0
Long Term assuming maximum borrowing in advance	55.0	11.3
Other long-term liabilities (leases)	5.0	0.5
Total	85.0	11.8

9. The operational boundary for external debt.

This reflects a less extreme position. Although the figure can be exceeded without further approval, it represents an early warning monitoring device to ensure that the authorised limit (above) is not exceeded.

	2013/14 Limit £m	2013/14 Actual £m
Short-Term	20.0	0.0
Long Term	55.0	11.3
Other long-term liabilities (leases)	5.0	0.5
Total	80.0	11.8

Both of these actual results reflect the fact that long term rates were not considered low enough to borrow in anticipation of need

10. Exposure to investments with fixed interest and variable interest.

These limits are given as a percentage of total investments. Investments of less than 12 months count as variable rate.

		Limits		Actual
		Max.	Min.	As at 31.3.15
Borrowing:				
longer than 1 year	Fixed	100%	75%	100%
	Variable	25%	0%	0%
Investments:				
longer than 1 year	Fixed	100%	100%	0%
	Variable	0%	0%	0%

11. Borrowing Repayment Profile

The proportion of 2014/15 borrowing that matured in successive periods.

Borrowing	Upper limit	Lower limit	Actual As at 31.3.15

Under 12 months	92%	0%	0%
12 months and within 24 months	92%	0%	3%
24 months and within 5 years	92%	0%	4%
5 years and within 10 years	93%	1%	5%
10 years and above	100%	7%	88%

12. Investment Repayment Profile

Limit on the value of investments that cannot be redeemed within 364 days.

	Limit £m	Actual £m
Limit on principal invested beyond year end (31 March 2015)	32.7	0