

A14 Cambridge to Huntingdon Improvement Scheme

DRAFT Statement of Common Ground between Highways England and Huntingdonshire District Council

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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, ensure 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:
