

# A14

## Cambridge to Huntingdon improvement scheme

TR010018

HE/A14/EX/03 Summary table of responses to s51 advice and s55 checklist

April 2015

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Planning Inspectorate Comments		Applicant's Response	Document Reference
#	<b>Environmental Statement (ES)</b>		
1.1	<p>Illustrative cross sections - Figure 3.3 (Doc 6.2) of the ES</p> <p>The ES contains limited information on the dimensions of the different elements of the proposed scheme. Illustrative cross sections of the proposed scheme including cuttings, embankments, structures and planting are shown at Figure 3.3 (<b>Doc 6.2</b>) of the ES, the locations of which are shown on Figure 3.2 (<b>Doc 6.2</b>). These drawings are intended to show the outline environmental design of the scheme, and are to scale, although not dimensioned. The elevations of the proposed structures and depths of cuttings at these locations can be measured off plan using the scale provided, but are not shown definitively. Given that the proposed bridges and other new structures would be amongst the most visually prominent features of the scheme, it would be useful for these dimensions to be included on the cross section plans.</p>	<p>Document 6.2 Figure 3.3, Outline Environmental Design - Illustrative Cross Sections, has been updated as requested to illustrate the vertical and horizontal dimensions of the proposed development, through the inclusion of spot heights at key points. Chapter 3 of the ES provides a description of the scheme, including some embankment and cuttings dimensions. Chapter 10 of the ES refers to the major cuttings and embankments of the scheme, and provides some qualitative comment on their dimension. Full information on cuttings and embankments is provided in the Engineering Section Drawings (Document HA/A14/EX/07).</p>	HE/A14/EX/06
1.2	<p>Illustrative cross sections - Figure 3.3 (Doc 6.2) of the ES</p> <p>The proposed road widths can be inferred from figures contained within the ES (e.g. Figure 3.3), but are not specifically identified for the full extent of the scheme. Please provide updated cross sections which illustrate the vertical and horizontal dimensions of the proposed development, including specific reference to the existing ground levels and taking into account the extent of the vertical and horizontal limits of deviation referenced in Paragraph 6.12.1 (<b>Doc 6.1</b>).</p>	<p>Document 6.2 Figure 3.3, Outline Environmental Design - Illustrative Cross Sections, has been updated as requested to illustrate the vertical and horizontal dimensions of the proposed development, including specific reference to the existing ground levels. The environmental impact assessment takes into account the vertical and horizontal limits of deviation referenced in Paragraph 6.12.1 (Doc 6.1) and Clause 7 of the Draft DCO.</p>	HE/A14/EX/06
1.3	<p>It is noted that Engineering Section Drawings (Doc 2.9) have been provided as part of the DCO application. Confirmation should be provided that it is these drawings which have been</p>	Confirmed.	N/A

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	used as the basis for the presentation of the illustrative cross sections provided in Figure 3.3 (Doc 6.2).		
1.4	The Environmental Statement does not specifically refer to or confirm that the Engineering Section Drawings (Doc 2.9) have been used to inform the assessment. This means that it is not possible to readily determine the basis upon which the assessments have been undertaken. Please can you confirm if consultees have had access to this information during the statutory consultation. This is of particular importance for several topics in the Environmental Statement including the landscape and visual assessment as the depths of cuttings and heights of embankments, overbridges and associated structures would inevitably impact upon the assessment outcome.	<p>The environmental assessments have been undertaken on the design for which development consent is sought, including as set out in the Engineering Section Drawings (Doc 2.9). The scheme design submitted with the DCO application is based on a common computer aided design (CAD). The engineering drawings and the environmental figures were both generated from that same common design.</p> <p>While the detailed Engineering Section Drawings (DCO submission document number 2.9) were not presented during the statutory consultation, information regarding levels, heights and depths was made available to all consultees who requested it. For instance, exhibition staff provided further details regarding particular locations when this was requested. In addition, engineering profiles of the preliminary design were provided to Cambridgeshire County Council on their request and indicative sections were presented at a meeting in Hilton.</p>	N/A
1.5	In this regard it is noted that the methodology referred to in Interim Advice Note 135/10 Landscape and Visual Effects Assessment sets out at Annexes 1 and 2 that the first stage of the methodologies for assessment of landscape and visual effects is 'Define Project Characteristics... Size and extent... Location and alignment... Type... Massing'. Confirmation should be	The Engineering Section drawings show the basis for the environmental assessment, including the landscape and visual impact assessment, as explained above. The LVIA findings reported in the ES therefore relate to the impacts of the scheme as illustrated in Document 2.9.	N/A

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	provided that the Engineering Drawings have been used as the basis for the assessment.		
1.6	It is also noted that the photomontages provided within the ES (Figure 10.6, <b>Doc 6.2</b> ) are stated to be for illustrative purposes and cannot therefore be relied upon for dimensions or accuracy. Confirmation should be provided of the engineering design used as the basis for the presentation of the photomontages.	As noted on the photomontages provided within the Environmental Statement (Figure 10.6, Doc 6.2), scheme proposals as illustrated on photomontage viewpoints 1, 2, 4, 5, 6, 7, 8, 9, 10, 11 and 12 were based on 3D and 2D design information supplied in August 2014 from the common CAD design, in the version current at that point in time. Minor refinements present in the November 2014 DCO design did not materially affect these photomontages. Scheme proposals as illustrated on photomontage viewpoints 3 and 13 were based on 3D and 2D design information supplied in November 2014. All photomontages are noted as being for illustrative purposes, including to account for minor scheme refinements between August and November 2014.	N/A
1.7	<i>s55 Checklist: Page 22; 3.3 (l)</i>  Chapter 11 of the ES ( <b>Doc 6.1</b> ) notes that the Ouse Washes SAC, as identified on Figure 11.14 ( <b>Doc 6.2</b> ), is also designated as a Special Protection Area (SPA), Ramsar and SSSI; while Eversden and Wimpole Woods SAC, also identified on Figure 11.14 ( <b>Doc 6.2</b> ) is noted to be a SSSI. The boundaries of these SPA/Ramsar/SSSI sites have not been identified on a plan.	<i>The Ouse Washes and Eversden and Wimpole Woods are between 9 and 10 km from the scheme; for this reason they do not feature on the detailed figures. Appendix 11.12 states: 'The AIES has shown the scheme is unlikely to have significant effects on the... Ouse Washes SAC/SPA/Ramsar or the Eversden and Wimpole Woods SAC.'</i>  <i>We can however confirm that the boundary of the Ouse Washes SPA, Ramsar and SSSI is approximately equal to the boundaries of the</i>	N/A

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		<p><i>SAC for that part of the site which is illustrated in Figure 11.4. In terms of the assessment, the differences are trivial and would not make any difference to the conclusions in the ES or the AIES.</i></p> <p><i>Also the boundary of the Eversden and Wimpole Woods SAC which is illustrated on Figure 11.4 is the same as the boundary of the SSSI.</i></p>	
<b>Engineering Section Drawings</b>			
1.8	<p>The Section Drawings can be difficult to follow as they do not appear to proceed in a logical order. Referencing the sections to Works Plans is also problematic, as frequently the features shown in section do not appear on the Works Plans.</p>	<p>The order of the Engineering Section drawings has been reviewed and amended for Sheets 1 of 59 to 41 of 59 (Document Reference number HE/A14/EX/07). The amended sheets are arranged such that the highway alignment sections are in the following order:</p> <ul style="list-style-type: none"> <li>• A1 mainline</li> <li>• A14 mainline</li> <li>• Crossings, junction slip roads, link roads, Local Access Road- running generally from north to south and eastwards along the scheme</li> <li>• Huntingdon Town Centre</li> </ul> <p>The order of the Borrow Pits and Flood Compensation Area sections have remained unaltered and have not been updated (Sheets 42 of 59 to 59 of 59 (Application Document Reference 2.9).</p> <p>The updated Engineering Section Drawings Sheets 1 of 59 to 41 of 59 (Document reference HE/A14/EX/07) now include a reference to the relevant General Arrangement Plans</p>	HE/A14/EX/07

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		(Application Document Reference 2.1), which will assist in identifying the features given on the sections.	
1.9	A number of labelling errors have been listed in the s55 checklist which should be corrected. Where a number of similar works exist in proximity, such as in Huntingdon Town Centre, a map could be provided to identify them. The Inspectorate also considers that the ends of each section line could be labelled East/West etc as the aspect is not consistent.	<p>Labelling errors – please refer to response in item 1.10 below.</p> <p>Huntingdon Town Centre – to assist with the identification of Works, a schematic map has been included on updated Sheet 40 of 59 (Document Reference HE/A14/EX/07).</p> <p>Ends of each section line – cardinal points have been included in the updated Sheets 1 of 59 to 41 of 59 (Document Reference HE/A14/EX/07).</p>	HE/A14/EX/07
1.10	<p><i>s55 Checklist: Page 25; 3.3 (p)</i></p> <p>There are a number of labelling errors which present a barrier to comprehension:</p> <ul style="list-style-type: none"> <li>• A14 Mainline (sheet 3) – transverse A1 labelled as A14</li> <li>• A1 to A14 Westbound interchange link (sheet 9) – transverse A1 labelled as A14</li> <li>• A14 Eastbound Maintenance Offslip (sheet 14) – onslip labelled as offslip</li> <li>• A1198 Ermine Street North Roundabout Link (sheet 12) – should state that it links north and south roundabouts</li> <li>• Westbound Diverge slip Road (sheet 14) – Emergency maintenance access labelled as diverge slip road</li> <li>• Bar Hill Junction Services Access (sheet 22) – northwestbound merge labelled as northeastbound merge</li> </ul>	<p>The labelling errors identified have been corrected in the updated Sheets, provided in Document Reference HE/A14/EX/07:</p> <ul style="list-style-type: none"> <li>• Sheet 3 is still Sheet 3 in the updated set</li> <li>• Sheet 9 is Sheet 17 in the updated set</li> <li>• Sheet 14 is Sheet 21 in the updated set</li> <li>• Sheet 12 is Sheet 22 in the updated set</li> <li>• Sheet 14 is Sheet 21 in the updated set</li> <li>• Sheet 22 is Sheet 31 in the updated set</li> </ul>	HE/A14/EX/07

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	<ul style="list-style-type: none"> <li>A14 westbound link (sheet 33) – westbound labelled as eastbound</li> </ul>	<ul style="list-style-type: none"> <li>Sheet 33 is Sheet 34 in the updated set</li> </ul>	
1.11	<p><i>S55 Checklist: Page 25; 3.3 (p)</i></p> <p>The heights of proposed bridges and embankments must be scaled; more detailed elevations would be preferable.</p>	<p>The heights of proposed bridges have been added to the updated Sheets 1 of 59 to 41 of 59 as necessary. Heights of embankments have also been indicated. These can be scaled as a vertical grid is given. Information is provided in the annotated table below each section, which gives the existing ground level and the level of the proposed earthworks.</p>	HE/A14/EX/07
1.12	<p><i>s55 Checklist: Page 25; 3.3 (p)</i></p> <p>Most of the publically accessible carriageways are provided in section, though some accommodation roads and approaches to minor roundabouts have been omitted.</p>	<p>APFP regulation 6(2) requires 'carriageways' to be shown. It is noted that 'carriageway' is defined in section 329 of the Highways Act 1980 as meaning "a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of all vehicles." As the public does not have right of way over private accommodation roads and tracks, Regulation 6(2) does not apply.</p> <p>In light of this, only certain new accommodation roads and tracks that are being created by the Scheme are shown on the Engineering Section Drawings. These are:</p> <ul style="list-style-type: none"> <li>The Corpus Christi Farm accommodation track, as it incorporates a bridge over the new A14.</li> </ul>	HE/A14/EX/07

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		<ul style="list-style-type: none"> <li>• Access to Cambridgeshire Constabulary and the Huntingdon Railway Station including station car park access, as these would affect the general public.</li> </ul> <p>It is not considered that any of the other accommodation roads and tracks created by the Scheme will affect the general public. They are therefore not shown on the Engineering Section Drawings.</p> <p>Sections of approaches to minor roundabouts have been included where the approaches involve a change in vertical level of 200mm or more. Any level change below 200mm is deemed to be imperceptible in terms of a change in gradient.</p>	
1.13	<p><i>s55 Checklist: Page 25; 3.3 (p)</i></p> <p>It is also noted that the Schedule of Bridges (Appendix 3.1 of Chapter 3) is incorrect and needs to be updated.</p>	<p>Appendix 3.1 of Application Document Reference 6.1 has been updated to provide the correct information on structures and culverts. Document Reference HE/A14/EX/09 provides updates to Tables 1.1 (new bridges) and Table 1.5 (culverts). These corrections do not affect the findings in the ES as the assessments were either (i) based on the common design, not Appendix 3.1 of Application Document Reference 6.1 or (ii) in the case of the assessment of impacts on materials (chapter 13 and associated appendices) are not sensitive to changes of the magnitude of the corrections.</p>	HE/A14/EX/09

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<b>Land Plans</b>			
1.14	The s55 checklist details a number of occasions where the scale of the land plans is insufficient to identify certain plots. Please provide sufficient detail to describe these plots, possibly using inset maps as with other small parcels of land.	For clarity 'Inset C' has been added to the updated Land Plans Sheet 26 of 40 to include labels for plots 26/16 to 26/19, 26/22 to 26/24, and labels for plots 22/1e, 22/1h, 22/1k, 22/1o, 22/25, 26/27 and 26/29 to 26/31 have been added to 'Inset B'.	HE/A14/EX/08
1.15	<i>s55 Checklist: Page 21; 3.3 (i) Land Plan</i>  Plot 17/10d shown on sheet 17 is not listed in the Book of Reference. It is difficult to determine the extent of Plots 26/16 – 26/19, 26/22, 26/27 and 26/29 – 26/31 at the submitted scale.	Plot number 17/10d is included in the updated Book of Reference (Document Reference HE/A14/EX/03), submitted on 26th March 2015.  As explained in response 1.14 above 'For clarity 'Inset C' has been added to the updated Land Plans Sheet 26 of 40 to include labels for plots 26/16 to 26/19, 26/22 to 26/24, and labels for plots 22/1e, 22/1h, 22/1k, 22/1o, 22/25, 26/27 and 26/29 to 26/31 have been added to 'Inset B'.'	HA/A14/EX/03  HA/A14/EX/08
<b>Statutory consultees</b>			
1.16	The Planning Inspectorate notes that the Highways Agency consulted National Grid as the regional gas distribution network operator. However, a number of other regional operators hold licenses covering England and Wales, and it is not clear from information in the public domain which public gas transporter undertakers hold licences in the vicinity of the project. Therefore, on a precautionary basis, the Planning Inspectorate suggests that all operators with national licences are notified in accordance with s56 of the Planning Act 2008.	We confirm that this was carried out under the s56 notification process.	N/A