

Dear Ms Fernandes,

This email provides the response to the matters addressed in Deadline 3 on behalf of South Cambridgeshire District Council (Reference 10030865), to the Examination into the A14 Cambridge to Huntingdon Improvement Scheme DCO Application.

Statement of Common Ground

Please find attached the Statement of Common Ground between Highways England and South Cambridgeshire District Council. This reflects the current position in relation to the issues raised in the Council's Written Representation. Discussions are continuing in order to attempt to resolve any outstanding issues.

Revised joint Local Impact Report and Written Representation

Cambridgeshire County Council (on behalf of all the Local Authorities, including South Cambridgeshire District Council) notified Nicholas Coombes by email (sent 23 June 2015) that the Local Authorities would not be submitting a revised joint Local Impact Report.

South Cambridgeshire District Council has already confirmed, by email to Richard White (sent on 24 June 2015), it would not be submitting a revised Written Representation.

Kind regards

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A14 Cambridge to Huntingdon Improvement Scheme

Statement of Common Ground between Highways England and South Cambridgeshire District Council

Date: 19 June 2015

Version: 0.7

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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.

1.2. Parties to this SoCG

- 1.2.1. This SoCG has been prepared in respect of the scheme by Highways England, as the Applicant, and South Cambridgeshire District Council.
- 1.2.2. Highways England is a government owned 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. South Cambridgeshire District Council is a Tier 1 Local Authority and a Statutory Consultee. The A14 is a key route for the local and regional commuter, business and freight traffic. The scheme is considered vital to the area and supports development.

1.2.4. It is agreed that any matters not specifically referred to in Sections 5 and 6 of this SoCG are not of material interest or relevance to South Cambridgeshire District Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or not of relevance to South Cambridgeshire District Council.

1.3. **Structure of the SoCG**

1.3.1. This SoCG has been structured to reflect matters and topics of interest to South Cambridgeshire 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 South Cambridgeshire 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 South Cambridgeshire District Council (SCDC) 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
02/12/2013	Meeting	A14 kick-off meeting.
16/12/2013	Workshop	Discussion of potential legacy opportunities of the A14.
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	Approach to creating a positive legacy for the A14 and discussion of potential legacy themes.
14/02/2014	Members presentation	Provided Members with an overview of the proposed scheme, need for the scheme, outcomes from options consultation, design development, DCO process, A14 legacy and timelines.
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.
12/05/2014	Presentation	Presentation to the Northstowe Joint Development Control Committee.
19/05/2014	LA forum	Progress meeting with Tier 1 Local Authorities.
22/05/2014	LA forum	To provide an update of the scheme and discuss potential environmental issues.
24/06/2014	Workshop	Borrow pits workshop that covered excavation, logistics and restoration.
30/06/2014	Workshop	Topics covered were SoCG within the DCO process, timeframes, areas for discussion and next steps.
16/07/2014	Meeting	Meeting on landscape liaison.
29/07/2014	LA Forum	Environmental forum.
18/08/2014	Presentation	Design Freeze 4 Presentation.
19/08/2014	Meeting	A14 update and meeting with promoters of Darwin Green.
09/09/2014	LA meeting	To present the new traffic model and discuss traffic matters.

11/09/2014	Workshop	Code of Construction Practice workshop to discuss background and contents of CoCP.
20/10/2014	LAs and Statutory bodies presentation	Presentation of Environmental Statement key findings.
24/10/2014	Meeting	CH2 Traffic Regulation Orders discussion.
20/11/2014	Members presentation	Traffic forecasts presentation.
03/12/2014	Members presentation	Environmental presentation to members.
26/01/2015	Meeting	SoCG progress meeting to discuss matters agreed and matters still under discussion.
27/01/2015	Correspondence	Email from T. Lees to C. Spencer and J. Dixon providing award drains information extracted from Draft DCO.
02/02/2015	Correspondence	Email from T. Lees to C. Spencer regarding the existing drainage on the A1307.
13/02/2015	Conference call	SoCG call to discuss noise barriers at orchard park, drainage outfalls/ ownership and A428/M11 connection.
24/03/2015	Correspondence	Email from G. Kearney to D. Hiller, T. Lees, M. Evans and T. Darcy regarding summary comments to be provided for the Local Impact Report by SCDC.
08/05/2015	Correspondence	Response to draft SoCG v4 with legacy queries from Claire Spencer.
11/05/2015	Correspondence	Response to queries from G Kearney received on March 24 th 2015.
11/05/2015	Correspondence	Issue draft SoCG v5 to Claire Spencer and Jonathan Dixon for review.
14/05/2015	Meeting	Discussion about noise concerns with Colin Cobbing and Peter Mumford (J2A).
03/06/2015	Meeting	SoCG progress meeting: discussion about matters agreed and request for additional information on matters still under discussion.

- 3.2. It is agreed that this is an accurate record of the key meetings and key correspondence between Highways England and South Cambridgeshire District Council in relation to the matters recorded in Section 4.
- 3.3. There is ongoing discussion between the parties in relation to the matters in section 5 of this SoCG.

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 South Cambridgeshire District Council.
- Scheme elements: case for the scheme, local access road, Girton Interchange, A1198 junction.
 - Non-motorised user provision: design, routes, local access road, materials used.
 - Planned development: Northstowe, working with developers.
 - Landscape: mitigation, vegetation, specific design queries.
 - Lighting: impact on landscape, flora & fauna, impact on people.
 - Cultural Heritage: Listed milestones, Lolworth Church.
 - Ecology: habitat, mitigation.
 - Noise and vibration: baseline, assessment, mitigation, construction and operation impact, Orchard Park noise barrier.
 - Air quality: monitoring, baseline, Impington monitoring station.
 - Flooding and Drainage: maintenance access strip, construction (culverts), flood mitigation.
 - Materials/Minerals and waste: borrow pit operation and restoration, reuse of materials, aftercare.
 - Traffic assessment: modelling.
 - Cumulative effects: reference to ES Chapter 10
 - Legacy issues: detail.
 - Requirements and processes

5. Matters agreed and matters not agreed

5.1. Matters agreed

Ref	Description	Matters Agreed	Record of agreement
Scheme elements			
1	Principles of the scheme	Improvements to the A14 are necessary in order to deliver the local growth agenda, and improve journey times and road safety for the travelling public. The A14 between Cambridge and Huntingdon is a vital route of international, national, regional, and local importance, and SCDC support its improvement and agree in principle to the scheme. The Council agrees that the proposed new trunk road, supported by slip roads and connector roads, are on an appropriate route.	Pre-application consultation response Written Representation (paras 9-19)
2	Adequacy of consultation	The Council accepts that consultation, including the pre-application consultation, has been extensive and appropriate across all sections of the community within the A14 corridor. Highways England fully met their commitments in this respect which were outlined by the Statement of Community Consultation.	Pre-application consultation response, and Adequacy of consultation statement
3	Agreement of the proposed route	The Council agrees to the alignment of the proposed route, supports the inclusion of a local access road and reduction of the number of junctions on the A14.	Pre-application consultation response Written Representation (para 21)
4	Major scheme elements	The Council accepts the proposed scheme does not provide additional movements at the Girton Interchange. This will be considered as part of Highways England A428 Route Based strategy Express Way. The Council supports provision of west facing slips at the A1198 junction.	Written Representation (paras 22 & 23)
Non-Motorised User (NMU) provision.			
5	NMU provision (local access road)	The Council supports the provision of a NMU route (suitable for pedestrians, cyclists and equestrians) alongside the local access road. The Council supports the proposed NMU facility between Fenstanton and Girton. The Council has highlighted the importance of this route and the need for high quality provision. As per the Environmental Statement the NMU provision will be at a high standard,	Pre-application consultation response Written Representation (paras 24 - 28)

Ref	Description	Matters Agreed	Record of agreement
		similar to that on the existing guided bus way. The Council requests consultation during the detailed design period, and will be seeking the inclusion of solar studs.	
6	NMU provision	The Council supports: <ul style="list-style-type: none"> The placement of the NMU route in front of Swavesey Travelodge on the eastbound side of the existing A14. This is not shown in the DCO as it is a minor change that is agreed in principle by Highways England. Reinstatement of routes previously severed by the original A14. The surface of Girton route (bridleway 6) will have a compacted loose surface. Links to the cycle route on A1307 Huntingdon Road, upgrades to footpaths Girton 4, and Girton 5, and the planned toucan crossing point in the vicinity of North West Cambridge. The provision of two new bridges at Swavesey and Bar Hill junctions 	Pre-application consultation response Written Representation (paras 29 - 34)
7	Bar Hill junction	Following further clarification from Highways England, the Council agrees with the proposed crossings and revised alignment of the NMU route between the A14 overbridge and B1050 (which will be towards the base of the embankment, not as shown on the DCO plans), subject to being involved in the detailed design.	Written Representation (para 35)
Planned development			
8	Northstowe	The Council supports the agreed limit of the A14 scheme. Improvements to the Bar Hill junction will accommodate Phase 1 and 2 of the Northstowe development with provision (oversized bridge, local access road and junction layouts) for future upgrades to accommodate Phase 3.	Written Representation (para 39)
9	Working with developers	The Council acknowledges that Highways England has worked with the Northstowe developer and seeks a commitment from Highways England to work with developers through the detailed design and delivery of other planned developments along the route.	Written Representation (paras 42 & 43)
Landscape			
10	Landscape - mitigation	In principle the Council supports the scheme and the proposals to include extensive landscape mitigation and landscape legacy	Written Representation (para 44)

Ref	Description	Matters Agreed	Record of agreement
		areas. The Council requests consultation in the detailed design stage and supports the requirement for this (Schedule 2, part 1- section 6 of the DCO).	
11	Impact of noise barriers	The Council requests the careful design of the noise barriers to minimise impact on landscape.	Written Representation (paras 50 & 51)
Lighting			
12	Impacts on landscape, flora and fauna	The Council agree that the impact of lighting on landscape (visual) and flora and fauna has been considered with suitable mitigation proposed to minimise impact.	Written Representation (para 56)
13	Impacts on people.	The Council feels there is not enough information on the impacts of artificial lighting on humans and living conditions. Need to consider existing baseline artificial lighting conditions, potential impact during construction and mitigation measures. The Council understands this will be addressed through the detailed design and requests to be consulted.	Written Representation (paras 53 – 62)
Cultural heritage			
14	Listed milestones	The Council acknowledges that appropriate surveying and assessment will be undertaken of the listed milestones along the A14 mainline and these will be reinstated appropriately close to their original location.	Written Representation (para 70)
Ecology			
15	Habitat	The Council supports the approach Highways England has taken in utilising 'avoidance of impact' as the first principal of mitigation. The ES makes reference to overall net gain in habitat creation which is supported if this is permanent rather than temporary.	Written Representation (para 71)
Noise and vibration			
16	Baseline	The Council recognises and supports that many properties along the existing A14 will experience a significant improvement in noise, particularly on the mainline route where it is detrunked near Huntingdon. (However, the Council has some concerns about the assessment undertaken – see Ref 11, matters under discussion).	Draft Written Representation (paras 73 & 74)
17	Mitigation measures along the Cambridge Northern Bypass.	The Council accepts that Highways England need to demonstrate the scheme will mitigate noise impacts.	Pre-application consultation response

Ref	Description	Matters Agreed	Record of agreement
		<p>South Cambridgeshire local plan seeks environmental noise attenuation in the form of landscaped earth mounds / bunds rather than noise barrier fencing, recognising the impacts on the Green Belt setting of the historic city of Cambridge.</p> <p>Highways England have committed to working with the developers through the detailed design and delivery (Ref 9, matters under discussion).</p>	<p>Meeting 14th May 2015</p> <p>Written Representation (para 43)</p>
18	Construction impact	<p>The Council agrees that it is likely that any construction effects should be mitigated effectively by the implementation of a robust Code of Construction Practice (CoCP) and proposed local environmental action plans (LEMPs). (However there is concern that the noise section of the draft CoCP is unacceptable and is currently under discussion – see Ref 8, matters under discussion).</p>	<p>Written Representation (paras 81 – 84 and 130 - 131)</p>
Air quality			
19	Air quality monitoring	<p>The Council supports the proposals to undertake post implementation monitoring.</p> <p>The Council requests confirmation that the post implementation air quality monitoring strategy will be agreed with officers following consultation.</p>	<p>Written Representation (paras 92 - 94)</p>
Flooding and drainage			
20	Road drainage	<p>The Council supports that a self-cleansing V-type roadside / central reservation drainage channels (similar to that along the A428) are provided along the scheme.</p>	<p>Pre-application consultation response</p>
21	Detailed design	<p>The Council requests consultation during the detailed design period to refine a number of measures including the 5m maintenance strip.</p>	<p>Written Representation (para 96)</p>
22	Flooding	<p>The Council acknowledges that flood mitigation measures appropriately address the impacts of the scheme. (However, opportunities to reduce existing flood risk have not been taken - see Ref 11, matters under discussion).</p>	<p>Written Representation (paras 98 & 99)</p>
23	Access track	<p>A balancing pond is proposed to the east of the Histon junction with an access track which links to the Mere Way. Highways England has assured the Council (subject to seeing the detailed design) this access will be gated to ensure no public access.</p>	<p>Written Representation (para 102)</p>
Materials/Minerals and Waste			

Ref	Description	Matters Agreed	Record of agreement
24	Borrow pits	The Council supports the inclusion of borrow pits within the scheme and accepts that these broadly align with the Cambridgeshire minerals and waste plan.	Written Representation (para 104)
25	Reuse of materials	The Council notes and supports the commitment from Highways England (ES paragraph 13.5.6) to reuse suitable materials from development sites, including Northstowe, wherever possible.	Written Representation (para 105)
26	Restoration of borrow pits	The Council welcomes the proposals to restore borrow pit areas 5 and 6. (However the Council has concerns that it may not be possible to return the majority of areas to productive agriculture as proposed and both areas will make only limited contributions to the landscape or amenity legacy – see Ref 13, matters under discussion).	Written Representation (paras 108 - 110)
Traffic assessment			
27	Modelling	The Council is taking advice from Cambridgeshire County Council, as the local highway authority, on traffic modelling issues. The Council agrees that the traffic model takes into consideration planned development within adopted and emerging development plans. The Council may have further comment when additional work is completed.	Written Representation (paras 112 & 113)
Open space			
28	Existing open spaces (Examining Authority)	The land in question (SoR paras 11.11 to 11.17) is part of the Menzies Hotel Golf Course at Bar Hill. The Council agrees this land meets Section 131(5) of the Planning Act (2008) as it is required partly for the widening and partly for the drainage of the highway.	

5.2. Matters not agreed

Ref	Description	Matters not agreed	Record of discussion
Ecology			
1	Ecology and landscape mitigation/after care of borrow pits	<p>The Council has concerns over permanence of some of the mitigation areas. Temporary borrow pits require a longer term management beyond five years. The Council considers this should be over a period of 15 years to enable habitats and species to establish. This is the standard applied by the District Council on planning applications.</p> <p>Highways England 05/06/2015: The aftercare period for the borrow pits for the A14 Cambridge to Huntingdon improvement scheme shall be ten years and not five years, as previously detailed in the DCO application documentation.</p>	Written Representation (paras 72, 111 and 123)

6. Record of areas still under discussion

Ref	Description	Matters under discussion	Record of discussion
Planned development			
1	Northstowe	<p>The Council requests detailed modelling data for the Bar Hill junction, including AM and PM peak vehicle link flows by direction for the High Growth scenario that includes Northstowe Phase 3. The tables provided to date give the Ratio of Flow to capacity only.</p> <p>The Council request a copy of the future design of Bar Hill junction with the High Growth scenario for all of Northstowe. The Ratios of Flow to capacity in Table 5 of the TN059 technical note are lower for some links in the High Growth scenario suggesting that there is a revised design has been modelled. The Council requests information on associated flows, junction design and model results.</p>	Written Representation (para 41)
Non-motorised users			
2	Separation for NMU	The Council is concerned that proposed separation between NMU and the carriageway alongside the local access road is not adequate. The Council propose a hedge to aid separation.	Written Representation (para 52)
3	Crossing Oakington Road roundabout	Arrangements for crossing the Oakington Road roundabout are unclear, as General Arrangement Regulation 5 (2) (o) Sheet 18 of 24 shows a break in the route, where as for other junctions crossing arrangements are shown. This should be clarified.	Written Representation (para 30)
Landscape			
4	Loss of vegetation	The Council is concerned there will be a permanent loss of mature vegetation, including trees with tree preservation order (TPO) status. Specifically the area around Lolworth and Grange Farm and edge of Girton College grounds. The Council seek to reduce the impact on TPO loss where possible.	Written Representation (para 47)
5	Histon junction to Milton junction	The Council would like to see further landscape treatments proposed including planting to the retaining wall adjacent to Orchard park.	Written Representation (para 49)
Cultural heritage			
6	Lolworth Church	The approach to Lolworth and All Saints Church (Grade II* Listed) will be significantly changed. A landscape mitigation scheme will be required to reduce the adverse impacts on the Church and its setting. Landscape proposals should	Written Representation (paras 63 - 69)

Ref	Description	Matters under discussion	Record of discussion
		consider the existing views to and from Lolworth and the 'parkland' landscape to the east of the village.	
Ecology			
7	Pre-construction surveying of habitats	The Council is concerned that there is no requirement to ensure that adequate pre-construction surveying of habitats is undertaken to establish whether important ecological species are present on directly affected land or nearby land which could be indirectly impacted.	Written Representation (para 124)
Noise and vibration			
8	Construction impact	<p>The noise section of the draft CoCP is unacceptable. There is concern that the significance of impact noise and vibration noise levels used in the CoCP for Borrow pits is not adequate. As some of the borrow pits are large and located close to rural villages a greater level of control is justified.</p> <p>The Council recommends a measure is imposed that requires CEMPs and LEMPs submitted for approval to the Council should include measures to address and monitor construction noise, vibration, set working hours etc.</p>	Written Representation (paras 81 - 84)
9	Orchard Park	The Council is seeking clarification if the existing noise barrier at Orchard Park will be improved or replaced. The DCO submission shows it will be retained (Figure 14.7) however the draft scheme (2014) showed (Sheet 22) that the noise barrier would be replaced.	Written Representation (paras 86 & 87)
10	Quality of life and Environmental Statement - noise	<p>The Council queried that for the previous scheme noise was modelled at 1.5m height and at 4m. This is particularly relevant for Orchard Park where many of the properties are apartments. For the DCO scheme the noise was only modelled at 1.5m which the Council feel is not sufficient.</p> <p>Currently under discussion between the noise specialists.</p>	Meeting on May 14 th 2015.
11	Assessment	The Council is seeking clarification about the noise assessment undertaken by the applicant to understand whether it complies with the DMRB guidance for both daytime and night-time noise.	Meeting on May 14 th 2015.

Ref	Description	Matters under discussion	Record of discussion
12	Mitigation	<p>The Council is concerned that some properties will continue to experience residual high levels of noise and other properties may be affected particularly during construction, which should be appropriately mitigated.</p> <p>The Council notes that the location and replacement of proposed noise barriers is indicative. The detailed design, location, length, height, acoustic performance specifications will require consultation and approval from the Council as per the requirements of the DCO.</p> <p>(Note: the Council also has concerns about the noise barrier at Orchard Park – see Ref 9, matters under discussion).</p>	Written Representation (paras 78 - 80)
13	Noise monitoring	The Council recommends appropriate monitoring of noise and vibration is undertaken post implementation of the scheme. This is necessary and standard practice to ensure that the modelled noise levels are achieved and ensure that there are no unexpected and unacceptable adverse impacts which require further mitigation consideration.	Written Representation (para 85)
Air quality			
14	Baseline for future monitoring	The Council request that an appropriate baseline for future air quality monitoring of PM10 and NO2 pollutants at Impington is agreed with Highways England.	Written Representation (para 94)
15	Impington monitoring station relocation	The Council agrees and support the relocation of Impington monitoring station. The Council seeks reimbursement for reasonable costs associated with the move. An agreement is sought.	Written Representation (para 95)
Flooding and drainage			
16	Maintenance access strip	The Council is concerned that a 5m maintenance strip should be retained along award drains, and appropriate access is provided. The Council's land drainage byelaws require a 5 metre maintenance access strip along all the award drains so that mechanised maintenance works may be undertaken. The Council notes at paragraph 3.9.5 of the ES that there appears to be provision for maintenance access for drains. The Council seek confirmation and further access detail. The Council request consultation at detailed design as this matter will require Council approval.	Written Representation (para 96)

Ref	Description	Matters under discussion	Record of discussion
17	Culvert	<p>The Council is concerned that any culvert (that runs under the A14) should not be altered in diameter. The Council supports retention of the culvert in Oakington as the downstream watercourse is unable to take increased flow.</p> <p>The Council requests additional measures are provided to mitigate existing flooding at Bar Hill as a contribution to positive legacy of the scheme.</p> <p>The Council would like confirmation that there are no additional connections that would add to the flow into the Covell's drain watercourse near Fen Drayton.</p>	Written Representation (paras 100 & 101)
Materials/Minerals and Waste			
18	Importing materials	The Applicant should investigate the potential use of the Chesterton rail sidings on the northern edge of Cambridge to supply aggregate that cannot be sourced locally, including the possibility of providing a temporary access directly to the A14. At the same time, however, consideration needs to be given to local amenity impacts, including any implications of night-time operation.	Written Representation (para 106)
19	Operation of borrow pits	<p>The Council has concerns that borrow pits will have associated environmental impacts during their operation which need to be carefully assessed and mitigated. The assessment undertaken by Highways England does not adequately address noise and amenity impacts. The restoration of the borrow pit must contribute to the landscape legacy, including provision of a minimum of 15 years management programme.</p> <p>Response: There is a borrow pits technical paper that will be shared with the local authorities shortly.</p>	Written Representation (para 107)
20	Restoration of borrow pits	Further information is needed to satisfy the Council that restoration will contribute to agriculture, amenity and the landscape legacy. Conditions will be requested by the Council to cover detailed restoration proposals within the borrow pit areas.	Written Representation (paras 108 - 110)
Cumulative Impacts			
21	ES Chapter 18	There are a number of inconsistencies within ES Chapter 18 – not all planned development sites along the route are addressed, despite the acknowledgement in other parts of the ES. These include Darwin Green 2 and Cambridge Northern Fringe East.	Draft Written Representation (paras 114 & 115)

Ref	Description	Matters under discussion	Record of discussion
		Errors are also present in Fig 2.2 (sheets 5&6 of 7) which incorrectly show a number of existing and planned development sites in the green belt.	
Legacy			
22	Detail	The Council has concerns about the apparent lack of detail in relation to legacy of the scheme, particularly in terms of long term ownership, maintenance and replacement of infrastructure.	Written Representation (paras 116 & 117)
Requirements / Processes			
23	Requirements	<p>The Council is concerned about the way the Part 1 Requirements are drafted. The requirements, as drafted, are not sufficiently detailed.</p> <p>Landscaping – aftercare and management strategy needed as well as longer aftercare.</p> <p>Borrow Pits – detailed plans needed for each borrow pit and longer aftercare.</p> <p>Ecology – there is no requirement for ecology should require pre-construction surveying of habitats.</p>	Written Representation (paras 118 - 124)
24	Processes	<p>Detailed design – The Council has concerns about the procedure for agreeing such matters which relate to the detailed design of the scheme, but which are not covered within the scope of the DCO documentation.</p> <p>Code of Construction Practice & Local Environmental Management Plans – the Council would like to be involved in agreement of their content.</p> <p>Common law nuisance and statutory nuisance – must be considered and duly addressed.</p> <p>Contaminated land and groundwater – ensure robust mechanisms in place for dealing with any contaminated land and groundwater discovered during construction, including submission of a Risk Assessment.</p>	Written Representation (paras 125 - 138)

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:

South Cambridgeshire District Council

Date:
