

A14
**Cambridge to Huntingdon
improvement scheme**
Development Consent Order Application

HE/A14/EX/177

TR010018

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General Update on Noise Information

October 2015

The Infrastructure Planning (Examination Procedure) Rules 2010



A14 Cambridge to Huntingdon improvement scheme

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1 House keeping

1.1 Environmental Statement Chapter 14 – Updated Noise Tables (Highways England reference EX/155 and PINS reference REP10-039)

- 1.1.1 Unfortunately the three figures referred to in the report were not included when it was submitted at deadline 10 of the examination timetable. The report was resubmitted on 7th October 2015 including the three figures (PINS doc ref REP010-040).
- 1.1.2 Highways England has also since identified that there are transcriptional errors in the amended Table 3.16 for section 5 of the scheme (page 61 of 130 of the report). Whilst the correct information is presented the dB values are attributed to the wrong Assessment Locations. The corrected table is presented at Appendix A of this submission.

1.2 Matters arising from Highways England's Oral Submissions made at the Issue Specific Hearing on Noise and Air Quality and associated Post Hearing Documents (Highways England reference EX/153 and PINS reference REP10-037)

- 1.2.1 This report submitted at deadline 10 of the examination timetable did not summarise the oral submission made by Highways England with regard to construction noise at Orchard Park.
- 1.2.2 In its oral submissions Highways England noted:
- Para 14.4.3 of the Chapter 14 to the Environmental Statement (ES) (PINS do ref APP-345) notes that for the scheme assessed in the ES, taking account of the avoidance and mitigation measures integrated into the base scheme (i.e. the Code of Construction Practice), the following dwellings are predicted to experience construction noise levels higher than the noise insulation trigger levels defined in the CoCP (Appendix 20.2 to the ES, PINS doc ref REP10-044):
- Two dwellings on Huntingdon Road to the south of Girton Interchange; and
 - approximately 320 dwellings in Orchard Pak to the south of the Cambridge northern bypass
- 1.2.3 As noted at 14.4.5 of ES Chapter 14, the provision of noise insulation, that includes additional ventilation as needed to enable windows to be kept closed, would avoid the significant observed adverse effect due to noise inside the dwellings that would otherwise occur. This is in line

with the first aim of National Policy Statement for National Networks¹ (NPSNN) 5.195.

- 1.2.4 As first outlined in Highways England's response to the Written Representation from JJ Gallagher (PINS doc ref REP4-015), and as confirmed in the schedule of scheme changes submitted at deadline 8 (PINS doc ref REP9-006); the scheme design has been modified at Orchard Park such that the existing A14 embankment will no longer be widened to the south. This will avoid the high construction noise levels forecast in the ES and will avoid the need for noise insulation identified at the 320 properties noted above in Orchard Park.
- 1.2.5 The revised construction noise tables associated with this beneficial change will be included in a final update of ES chapter 14 to be submitted to ExA at deadline 13 of the examination time table (30 October 2015).

1.3 Statements of Common Ground (SoCG)

- 1.3.1 Highways England has continued to engage with interested parties with regards noise as requested by ExA during the noise and air quality Issues Specific Hearing (ISH) on 15 September 2015. This has involved ongoing dialogue and discussion with Huntingdonshire District Council (HDC), South Cambridgeshire District Council (SCDC), Buckden Marina Residents Association and Hilton Parish Council (HPC).
- 1.3.2 Highways England is pleased to report that all outstanding noise matters have been addressed and agreed with HDC (email from Stuart Bell to Rose Neville dated 5th October 2015 And Cambridge City Council, which will be reflected in the final SoCG that will be submitted at deadline 13 of the examination timetable. The one outstanding issue with South Cambridge District Council relating to Requirement 12 in the draft DCO as set out in its submission made at deadline 10 (PINS doc ref REP10-031). The points raised in SCDC's submission are responded to at deadline 11.

¹ <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

Table 3.16: Operational airborne noise level, impacts and effects at residential receptors – Section 5: Cambridge Northern Bypass – mitigated scheme: ES

| 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 ¹¹ with scheme 2035 | | Change (long-term) | | | | | | |
| | | Day | Night | Day | Night | Day | Night | Day | Night | | | | | |
| 764 | Huntingdon Road, Girton | 59.3 | 52.0 | 60.3 | 52.6 | 61.5 | 54.0 | 2.2 | 2.0 | 0 | NA | | | |
| 763 | Huntingdon Road, Girton | 65.3 | 58.0 | 52.1 | 44.8 | 66.3 | 59.1 | 1.0 | 1.1 | 6 | NA | | | |
| 764 | Huntingdon Road, Girton | 57.7 | 54.0 | 43.4 | 36.5 | 58.0 | 54.1 | 0.3 | 0.1 | 9 | NA | | | |
| 765 | Girton Road, Girton | 55.3 | 50.0 | 41.3 | 34.6 | 56.6 | 50.4 | 1.3 | 0.4 | 19 | NA | | | |
| 768 | Wellbrook Way, Girton | 55.6 | 48.0 | 43.1 | 36.3 | 56.1 | 48.8 | 0.5 | 0.8 | 144 | NA | | | |
| 772 | Thornton Way, Girton | 53.7 | 48.0 | 44.5 | 37.6 | 53.8 | 47.5 | 0.1 | -0.5 | 38 | NA | | | |
| 777 | Wellbrook Way, Girton | 51.7 | 46.0 | 38.9 | 32.3 | 52.0 | 45.9 | 0.3 | -0.1 | 78 | NA | | | |
| 779 | Wellbrook Way, Girton | 49.6 | 45.0 | 38.5 | 32.0 | 49.9 | 45.4 | 0.3 | 0.4 | 109 | NA | | | |
| 784 | Thornton Road, Girton | 48.6 | 43.0 | 36.9 | 30.4 | 49.0 | 43.3 | 0.4 | 0.3 | 40 | NA | | | |
| 787 | Cambridge Road, Impington | 59.8 | 52.0 | 56.7 | 49.2 | 60.2 | 52.5 | 0.4 | 0.5 | 1 | NA | | | |
| 788 | Cambridge Road, Impington | 59.4 | 52.0 | 54.6 | 47.2 | 56.4 | 49.0 | -3.0 | -3.0 | 8 | BA | | | - |
| 789 | Lone Tree Avenue, Impington | 61.0 | 53.0 | 53.7 | 46.4 | 60.9 | 53.2 | -0.1 | 0.2 | 7 | NA | | | |
| 796 | Cambridge Road, Impington | 57.7 | 50.0 | 52.6 | 45.3 | 58.1 | 50.5 | 0.4 | 0.5 | 11 | NA | | | |
| 797 | Chieftain Way, Cambridge | 53.3 | 46.0 | 53.8 | 46.4 | 54.1 | 46.7 | 0.8 | 0.7 | 75 | NA | | | |

¹¹All roads, including scheme roads and changes to other roads

Table 3.16A: Operational airborne noise level, impacts and effects at residential receptors – Section 5: Cambridge Northern Bypass – updated mitigated scheme: (with further mitigation)

Update to page 61 of HE/A14/EX/155 PINS doc ref REP10-039

| 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 ¹¹ with scheme 2035 | | Change (long-term) | | | | | | |
| | | Day | Night | Day | Night | Day | Night | Day | Night | | | | | |
| 761* | Huntingdon Road, Girton | 59.2 | 52.3 | 59.4 | 51.7 | 60.5 | 53.3 | 1.3 | 1.0 | 0 | NA | | | |
| 763* | Huntingdon Road, Girton | 64.7 | 57.5 | 50.6 | 43.4 | 65.8 | 58.6 | 1.1 | 1.1 | 6 | NA | | | |
| 764* | Huntingdon Road, Girton | 57.1 | 53.4 | 42.8 | 35.9 | 57.3 | 53.3 | 0.2 | -0.1 | 9 | NA | | | |
| 765* | Girton Road, Girton | 54.9 | 49.6 | 39.8 | 33.1 | 55.5 | 49.7 | 0.6 | 0.1 | 19 | NA | | | |
| 768* | Wellbrook Way, Girton | 55.6 | 48.0 | 40.1 | 33.5 | 51.2 | 44.6 | -4.4 | -3.4 | 141 | BA | | | ON-C17 (BA) |
| 772* | Thornton Way, Girton | 53.5 | 47.8 | 41.6 | 34.9 | 50.5 | 45.0 | -3.0 | -2.8 | 38 | NA | | | |
| 777* | Wellbrook Way, Girton | 51.6 | 45.7 | 37.3 | 30.8 | 48.5 | 43.7 | -3.1 | -2.0 | 78 | NA | | | |
| 779* | Wellbrook Way, Girton | 49.3 | 44.5 | 36.4 | 30.0 | 47.6 | 44.0 | -1.7 | -0.5 | 109 | NA | | | |
| 781* | Thornton Road, Girton | 48.4 | 42.8 | 34.7 | 28.3 | 46.1 | 41.4 | -2.3 | -1.4 | 40 | NA | | | |
| 787* | Cambridge Road, Impington | 60.0 | 52.2 | 53.7 | 46.4 | 58.7 | 51.2 | -1.3 | -1.0 | 1 | NA | | | |
| 788* | Bridge Road, Impington | 59.5 | 52.0 | 51.7 | 44.4 | 53.7 | 46.6 | -5.8 | -5.4 | 8 | BA | | | ON-C20 (BA) |
| 789* | Lone Tree Avenue, Impington | 61.0 | 53.0 | 50.7 | 43.6 | 57.3 | 49.9 | -3.7 | -3.1 | 7 | BA | | | ON-C20 (BA) |
| 796* | Cambridge Road, Impington | 56.3 | 48.8 | 49.6 | 42.5 | 54.2 | 47.1 | -2.1 | -1.7 | 11 | NA | | | |
| 797* | Chieftain Way, Cambridge | 52.9 | 45.6 | 51.3 | 44.1 | 51.8 | 44.6 | -1.1 | -1.0 | 75 | NA | | | |