

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

HE/A14/EX/242

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Environmental Statement Chapter 0

Non-technical summary Update

November 2015



A14 Cambridge to Huntingdon improvement scheme

Environmental Statement

Volume 1: Non-technical summary

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1 Introduction

- 1.1.1 The Highways Agency is an executive agency of the Department for Transport and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.
- 1.1.2 The Highways Agency proposes to improve the A14 trunk road in Cambridgeshire between Cambridge and Huntingdon. This proposal is known as the A14 Cambridge to Huntingdon improvement scheme (the scheme).
- 1.1.3 This document provides an updated text version of the non-technical summary of the *Environmental Statement* prepared for the scheme. The original non-technical summary was submitted as part of the Development Consent Order application in December 2014. This updated non-technical summary reflects the likely significant effects associated with the scheme having regard for representations and discussions on the *Environmental Statement*, errata noted in relation to the *Environmental Statement* (noted in the *Errata Report (HE/A14/EX/10)* submitted in May 2015) and refinements to design and mitigation proposed for the scheme during the DCO examination. This updated non-technical summary completely replaces the version submitted with the DCO application in December 2014. Section 5, 'What happens next' has not been revised in this updated non-technical summary which has been amended to reflect updated likely significant effects only.
- 1.1.4 A graphic designed version of the non-technical summary was also submitted as part of the Development Consent Order application in December 2014 (*DCO submission document reference number 6.5*). The graphic design version of the non-technical summary has not been updated, and therefore this text version provides the definitive non-technical summary.
- 1.1.5 The *Environmental Statement* is a report of the findings of the environmental impact assessment carried out to assess the likely significant effects of the scheme and how they would be mitigated. The environmental impact assessment looked at the biological, physical and historic environment in accordance with the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended)*.
- 1.1.6 Full details of all likely significant effects identified can be found within the *Environmental Statement*, along with information on all mitigation proposals in the form of a *Register of Environmental Actions and Commitments* and a *Code of Construction Practice*.
- 1.1.7 The *Environmental Statement* is available online at:

<http://infrastructure.planningportal.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/?ipcsection=docs>

- 1.1.8 Approval to construct the scheme is being sought from the Secretary of State through a Development Consent Order. The Development Consent Order application, including the full *Environmental Statement*, will be examined by the Planning Inspectorate who will report its findings to the Secretary of State for Transport to aid in his decision making.
- 1.1.9 Further information on the scheme and the examination process is available on the Planning Inspectorate website:
- <http://infrastructure.planningportal.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/>
- 1.1.10 Highways England was previously known as the Highways Agency. Any references to the Highways Agency in this document refer to Highways England.

2 The scheme

2.1 The A14

2.1.1 The A14 trunk road provides an east-west route which links the Midlands with East Anglia. It begins near Rugby, where it connects with the M1 and M6 motorways, and continues east for approximately 209 km (130 miles) to the port town of Felixstowe. It is one of the United Kingdom's strategic routes and part of the Trans-European Transport Network designated by the European Union.

2.1.2 The A14 between Cambridge and Huntingdon connects the A1(M) motorway to the north of England with the M11 motorway to London and the south-east.

2.2 The scheme

2.2.1 The scheme comprises:

- Widening of the A1 between Brampton and Alconbury over a length of approximately 5.6 km (3.5 miles) from the existing two lane dual carriageway to a three lane dual carriageway. Between Alconbury and Brampton Hut this would generally be achieved by widening on the east side of the existing road; between Brampton and Brampton Hut a new road would be constructed to the west of the existing A1 which would become the new A1. This would enable the existing carriageway over this length to form part of the new A14 Huntingdon southern bypass. A local access road approximately 2.5 km (1.6 miles) long would link the Ellington Junction with Woolley Road.
- A new Huntingdon southern bypass of approximately 20 km (12.5 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. The new bypass would cross over the river Great Ouse and the East Coast mainline railway, and would include junctions with the A1 at Brampton and with the A1198 at Godmanchester.
- Downgrading the existing A14 trunk road (by de-trunking to county road status, with ownership transferred to local government) over approximately 21 km (13 miles) between Brampton Hut and Swavesey, as well as between Alconbury and Spittals interchange.

- Huntingdon town centre improvements, including the closure and demolition of the A14 viaduct over the East Coast mainline railway and Brampton Road in Huntingdon. A new link road would be constructed to improve accessibility into Huntingdon from the south and east by connecting the old A14 directly with Huntingdon ring road near the bus station, and by constructing a new link road from Brampton Road to connect with the A14 to the west. As such, a through route for light vehicles would be maintained.
- Widening of the existing A14 over approximately 7.9 km (5 miles) to provide three lanes in each direction between Swavesey and Bar Hill, and four lanes in each direction between Bar Hill and Girton.
- Widening of a 2.5 km (1.5 mile) section of the Cambridge northern bypass between Histon and Milton.
- Improving existing A14 junctions at Swavesey, Bar Hill and Girton in order to increase the road's capacity, ensure compatibility with adjacent proposed developments such as Northstowe, and provide improved connections for non-motorised users.
- A new local access road following the route of the A14 over a distance of approximately 8 km (5 miles), including construction of a dual carriageway link between the existing A14 near Fen Drayton and Swavesey junction and 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.

2.2.2 The need for six borrow pits has been identified. Borrow pits are local areas excavated to provide the necessary material to use in construction, such as sand, gravel and clay, and would be an important part of the scheme. The scheme also includes numerous environmental mitigation features including flood storage areas, earth mounds, landscaping, nature conservation mitigation areas and noise screens. These features have all been considered as part of the environmental impact assessment, along with construction facilities such as site compounds, soil storage areas and temporary accommodation for construction workers.

2.3 Need for the scheme

2.3.1 The existing trunk road between Cambridge and Huntingdon has insufficient capacity for current or future traffic levels. Around 85,000 vehicles a day use this section of road, with a quarter of that traffic comprising heavy goods vehicles. Congestion and delays occur daily and there are weekly lane and carriageway closures as a result of traffic incidents.

2.3.2 The scheme is needed to relieve existing traffic congestion locally, accommodate future population growth anticipated in the Cambridge area and to support national economic growth by facilitating the movement of heavy goods vehicles.

2.4 Objectives

2.4.1 Objectives of the scheme are to:

- combat congestion: making the route between Cambridge and Huntingdon more reliable and providing greater capacity for future traffic growth;
- unlock growth: enabling major residential and commercial developments to proceed leading to increased regional and national economic growth;
- connect people: by placing the right traffic on the right roads and freeing up local capacity for all types of road user, including pedestrians, cyclists and equestrians;
- improve safety: by designing the proposed scheme to modern highway standards, introducing better lane control, and providing adequate capacity for predicted traffic levels; and
- create a positive legacy: recognising the wider benefits of the road improvement scheme for local communities and businesses.

2.5 Background to the development of the scheme

2.5.1 Proposals were first made to widen the A14 between Bar Hill and Huntingdon in the late 1980s and were reviewed in 1998 as part of the Cambridge to Huntingdon Multi-Modal Study (CHUMMS). The history of the development of the scheme from that review onwards is summarised below:



2.5.2 The Department for Transport undertook the A14 Study between 2011 and 2012 to reconsider improvement options between Cambridge and Huntingdon. These options helped to form the basis of the current scheme.

2.5.3 The following options were considered in the A14 Study for possible implementation as an integrated package:

- Public transport – a park and ride site at Alconbury, a new local bus service between Cambridge city centre, Bar Hill and Cambridge Science Park, and an express bus service between Peterborough and Cambridge. While these measures have since been implemented, it was concluded that these proposals alone would not be sufficient to tackle congestion along the A14 corridor.
- Rail freight – further enhancement of rail capacity on the existing Felixstowe to Nuneaton rail line was considered in order to encourage greater transfer of freight movements from road to rail. These measures, which include construction of a new rail link at Ipswich and improving track layout at Leicester, have been implemented or are programmed for implementation, and hence they have been taken into account when considering future traffic movements and capacity requirements on the A14.

- Road improvements – from 21 options detailed in the A14 Study, a shortlist of six was developed comprising different route and upgrade alternatives to improve the existing A14 and relieve congestion. Each shortlisted option was assessed against a range of criteria including traffic flow, safety, and cost, as well as environmental considerations such as landscape and townscape, air quality, noise, biodiversity and cultural heritage. The best performing road improvement options combined several solutions including the development of a full Huntingdon southern bypass, local access roads between the Huntingdon southern bypass and Girton, and the enhancement of the Cambridge northern bypass.

2.5.4 In 2012 it was decided to remove the existing A14 viaduct over the East Coast mainline railway in Huntingdon after consideration of its future maintenance costs, impacts on the residents of Huntingdon and the potential regeneration benefits for Huntingdon. The Government also considered tolling the scheme to partly fund it. However, as a result of consultation feedback received in 2013, the decision was made not to toll the new road.

2.5.5 Following the A14 Study the Highways Agency became responsible for the further development of improvements to the A14 between Cambridge and Huntingdon on behalf of the Department for Transport.

2.5.6 In 2013 the Highways Agency developed a further road improvement option which included the optimal balance of potential routes, environmental outcomes and financial costs of the six shortlisted options identified by the Department for Transport. This latter option forms the basis of the scheme.

3 Design and construction

3.1 Environmental impact assessment

3.1.1 The environmental impact assessment is an integral part of the design of the scheme. Environmental constraints and issues have been identified and considered throughout the development process.

3.1.2 The aim of the environmental impact assessment is to:

- understand how the scheme may affect the environment and how environmental constraints affect the design of the scheme;
- identify measures to avoid or reduce any adverse effects of the scheme on the environment and enhance the environment through development of the scheme where possible.

3.1.3 The *Environmental Statement*, which documents the findings of the environmental impact assessment process, is an important part of the Development Consent Order application. Its principal purpose is to provide information on the environmental effects of the scheme to the Planning Inspectorate and other stakeholders involved in assessing the Development Consent Order application.

3.1.4 The issues to be addressed in the environmental impact assessment were agreed with the Planning Inspectorate and were formally set out in a scoping opinion issued on behalf of the Secretary of State in April 2014.

3.1.5 The environmental impact assessment includes a review of existing conditions and assesses the likely significant effects of the scheme on them. In addition, likely future environmental conditions were the scheme not to be implemented are also considered.

3.2 Consultation

3.2.1 The Highways Agency has worked closely with local authorities, environmental bodies and other stakeholders such as landowners, business owners, tenants and people with other land interests located within or around the scheme area in order to better understand local concerns and consider how to reduce environmental effects through carefully considered design.

3.2.2 Formal public consultation on the scheme was carried out between 7 April and 15 June 2014 in accordance with the requirements of the *Planning Act 2008*. This followed earlier non-statutory consultation on route options carried out in autumn 2013.

- 3.2.3 As part of this programme the scheme was publicised through exhibitions at multiple locations at which presentations were given, advertisements and articles in local newspapers were published, and letters sent directly to selected stakeholders. The consultation included land owners and those with other interests in the land, the local community, councillors, local authorities and other statutory consultees. This consultation took various forms including public and private meetings and web-chats.
- 3.2.4 Consultation has enabled the designers to:
- allow consultees to influence the scheme so it better meets their needs and objectives;
 - increase their understanding of the scheme and how it may impact on different people and the environment;
 - gather information about the social, economic and environmental context and likely significant effects of the scheme;
 - understand how the project could better support wider strategic and local objectives; and
 - develop mitigation measures to reduce impacts of the scheme.
- 3.2.5 As a result of suggestions made during consultation prior to the application being submitted, approximately 170 changes have been made to the emerging design. These vary in scale from the proposed change of a junction at Mill Common (from a roundabout to a signal controlled junction, in order to reduce the land take within the Huntingdon Conservation Area) to a number of alterations of access arrangements to private land and improvements for non-motorised users.
- 3.2.6 Further information on the consultation and its outcomes can be found in the *Consultation Report (DCO submission document reference number 5.1)*.
- 3.2.7 During the examination, further refinements have been made to mitigation proposals as a result of engagement with stakeholders. These have improved the overall environmental effects of the scheme.

3.3 Traffic and transport

- 3.3.1 Road users regularly experience long delays and unpredictable journey times on the section of the A14 between Cambridge and Huntingdon. In addition, traffic demand in the east of England is forecast to rise by 26 per cent between 2020 and 2035, with increasing long distance freight traffic and population growth predicted for the Greater Cambridge area.
- 3.3.2 The *Environmental Statement* includes a summary of the implications of the scheme on traffic and transport, and outlines the approach used to model future traffic flows. Many of the environmental impacts associated with the

scheme would arise from changes in traffic flows, and these are reported in full in the relevant *Environmental Statement* chapters. Detailed information on the effects of the scheme on traffic and transport is presented in the *Transport Assessment (DCO submission document reference number 7.2)* which has been submitted to the Planning Inspectorate alongside the *Environmental Statement*.

- 3.3.3 Traffic management would be in place during construction to ensure road user safety and reduce disruption.

3.4 Construction programme

- 3.4.1 Construction is anticipated to begin in 2016 and the scheme is planned to open by the end of the decade.

3.5 Construction compounds and storage areas

- 3.5.1 Temporary compounds would be established to provide secure living accommodation for workers, offices, canteen and washing facilities, fleet parking and storage depots.

3.6 Earthworks and borrow pits

- 3.6.1 The scheme would involve substantial earthworks as the road alignment is designed to pass through several hillside cuttings and on embankments in areas of lower ground. Earth mounds would be formed in some locations to screen the road from local residents.
- 3.6.2 Material from cuttings would be used as fill material and, in addition, six local borrow pits would be required to provide sand, gravel and clay for use in construction. These borrow pits would be located adjacent to or close to the scheme site in order to reduce the need for these materials to be transported from further afield.
- 3.6.3 Soil storage areas would be used to protect top soil removed from construction areas for reuse.

3.7 Demolition of the A14 viaduct in Huntingdon

- 3.7.1 Demolition of the existing A14 viaduct over the East Coast mainline railway in Huntingdon forms part of the scheme and is anticipated to start when the new section of road by-passing Huntingdon is in use.

3.8 Construction Traffic

- 3.8.1 Construction traffic would be carefully controlled, with restricted access to local roads. On-site haul routes would be used wherever practicable to move bulk material across sites, although some road movements would be required from a borrow pit north of Boxworth to construction areas.
- 3.8.2 Travel plans would also be prepared for construction workers in order to reduce individual car journeys.

3.9 Construction mitigation and consultation

- 3.9.1 A *Code of Construction Practice* has been prepared for the scheme which sets out mitigation measures and standards of work to be used by the Highways Agency and its contractors. The *Code of Construction Practice* is designed to control impacts on people, businesses and the natural and historic environment resulting from the scheme.
- 3.9.2 The Highways Agency and its contractors would consult with local communities, local authorities and other stakeholders to develop environmental management plans for the scheme. These plans would set out how the scheme would adapt and deliver the required environmental and community protection measures within specific construction contracts on individual sections of work.

4 Environmental impacts and mitigation

4.1 Environmental design features

4.1.1 In addition to the mitigation measures for construction activities discussed in *Chapter 3*, above, the Highways Agency has carefully designed the scheme to reduce environmental impacts when the road is in use. Environmental mitigation measures would include:

- new segregated routes for pedestrians, cyclists and equestrians;
- low noise surfacing along the scheme;
- earth mounds and noise barriers to reduce noise and visual impacts;
- tree and shrub planting to reduce visual impact and integrate the engineering scheme into the local landscape;
- creation of replacement habitats to protect wildlife and enhance biodiversity;
- barriers to prevent wildlife straying onto the road;
- flood storage areas to reduce the risk of flooding to property;
- sustainable drainage systems to treat pollution and reduce flood risk;
- provision of underpasses for safe crossing of wildlife and to link fragmented habitats; and
- archaeological investigations and the taking of records of historic buildings and the landscape for future reference.

4.1.2 The following sections summarise the likely significant effects of the scheme on the environment, taking into account the proposed mitigation measures listed above. Full details of the assessment work and findings of the environmental impact assessment are presented in the *Environmental Statement*.

4.2 Air quality

- 4.2.1 Air quality is currently affected by vehicle emissions from roads in Cambridge and Huntingdon, and along the existing A14. As the scheme would enable traffic to use the new Huntingdon southern bypass, a significant improvement in air quality is predicted in several areas, most notably in Huntingdon and along the existing A14 between Swavesey and Girton as the majority of existing traffic would be diverted away from these areas. The scheme would improve air quality at a number of locations across the area that have been identified by Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council as air quality management areas due to existing pollution.
- 4.2.2 Pollutants associated with traffic emissions would increase at some locations, particularly around the north of Cambridge due to increased capacity and along the new Huntingdon southern bypass. These increases would not affect compliance with European Union air quality limits set to protect human health and designated ecological sites.
- 4.2.3 In addition, though there is a predicted increase in greenhouse gas emissions due to higher volumes of traffic, the amount is negligible in a regional context.
- 4.2.4 Well established industry best practice controls would be implemented on construction sites to suppress dust and reduce vehicle and equipment emissions during construction. Such measures would reduce the impact of emissions on residents and the local area and prevent nuisance to residents.
- 4.2.5 Overall, the predicted effects of the scheme on air quality are not likely to be significant and would not affect the UK's ability to achieve compliance with the European Union air quality directive.

4.3 Cultural heritage

- 4.3.1 The scheme passes through an area featuring many historic buildings, conservation areas, archaeological sites and elements of historic landscape. The majority of these would be unaffected by the scheme as the route has been designed to avoid historical features wherever practical.
- 4.3.2 Three historical milestones would be removed for safekeeping and reinstated close to their existing locations following construction. No other listed buildings or structures would be directly affected. It would be necessary to demolish Grafham Road Cottages. These unlisted workers' cottages dating from the mid-19th century would be surveyed and photographed in order to provide historical records for the future.

- 4.3.3 The setting of some historic buildings, including listed buildings on The Walks in Huntingdon, Conington Hall and All Saints Church in Lolworth would be adversely affected by noise and visual intrusion from the movement of vehicles along the scheme when in use.
- 4.3.4 The removal of the existing A14 viaduct over the East Coast mainline railway in Huntingdon would improve the setting of Views Common. The Huntingdon Conservation Area would benefit from the removal of the existing A14 viaduct over the East Coast mainline railway and reduced traffic levels along the existing A14; however there would be a loss of historic grazing land at Mill Common in order to provide the new access roads, which would affect the setting of the space. The setting of Godmanchester Post Street, Godmanchester Earning Street, and Brampton, Fenstanton and Fen Drayton Conservation Areas would benefit from reduced disturbance from traffic.
- 4.3.5 Where the scheme would cross areas of known archaeological interest, these would be investigated, and any findings recorded before construction. No known nationally important remains would be physically impacted.
- 4.3.6 No significant impacts on the historic landscape would be anticipated.
- 4.3.7 Construction works would temporarily adversely affect the context of a number of historic buildings, primarily as a result of noise and visual setting when work is in progress.

4.4 Landscape

- 4.4.1 The landscape around the scheme principally features farmland, enclosed by hedgerows, ditches or streams, and small wooded areas.
- 4.4.2 Local areas of sensitive landscape near the scheme include Huntingdon Conservation Area, Godmanchester and parts of the Ouse Valley. A number of listed buildings are located close to the scheme, particularly in Huntingdon, Godmanchester, Buckden, Hilton, The Offords, Fenstanton and Boxworth.
- 4.4.3 There are also numerous mature trees with tree preservation order status within Huntingdon and scattered around the area of the scheme.
- 4.4.4 When in use, traffic on the A14, the presence of new bridges, lighting, sign gantries and extensive borrow pits would adversely affect views and the landscape.
- 4.4.5 Landscaping works are proposed to soften the effects of new or expanded major highway infrastructure and borrow pits on views from residences, commercial property and public rights of way. Environmental bunds formed from earth mounds with extensive tree and shrub planting would help to screen views of traffic, and would help to integrate the scheme and the borrow pits into the wider landscape.

- 4.4.6 The removal of the existing road viaduct over the East Coast mainline railway would benefit the townscape and some of the views in Huntingdon, particularly from public rights of way and the access to Huntingdon railway station.
- 4.4.7 The proposed new Great Ouse viaduct would be a prominent feature in the landscape and would significantly alter the character of the area. Landscape planting would soften the engineering form of the viaduct and new highway earthworks and help to integrate the scheme into existing landscape which is generally well vegetated with a partially enclosed character. Nevertheless, the overall impact would still be significant adverse.
- 4.4.8 During construction, landscape and views would be adversely affected by:
- removal of existing vegetation including mature trees;
 - construction activity which would be visible from surrounding residences, businesses and public rights of way; and
 - excavation of borrow pits.
- 4.4.9 Overall, the scheme would result in a mixture of beneficial and adverse impacts on landscape.

4.5 Nature conservation

- 4.5.1 The natural environment around the scheme mainly includes agricultural fields bounded by hedgerows and common plants of low nature conservation value. There are some habitats around the scheme of relatively higher nature conservation value including woodland, standing and running water, swamp, marginal vegetation and grassland.
- 4.5.2 Protected animal species found in the vicinity of the scheme include invertebrates, fish, great crested newt, bats, otter, badger, water vole and breeding and wintering birds. There are a number of sites designated for the protection of wildlife in the scheme.
- 4.5.3 The design of the scheme seeks to avoid affecting wildlife by carefully siting infrastructure away from important habitats and timing works to avoid sensitive periods.
- 4.5.4 A programme of environmental mitigation has been designed into the scheme. This includes measures to create or improve wildlife habitat with specific objectives being to:
- ensure no net loss of valuable habitats;
 - create and manage new habitats in order to achieve a net habitat gain along the scheme, including the long-term management of restored borrow pits;

- maintain north-south wildlife corridors across the scheme, using underpasses and through planted areas; and
- provide for east-west habitat connectivity along the scheme with new landscaping using native, locally appropriate species.

4.5.5 Through the measures above and those contained in the *Code of Construction Practice* and the *Borrow Pits Restoration and Aftercare Strategy (HE/A14/EX/207)*, there would be no significant adverse effects on habitats or species.

4.5.6 Creating and managing new habitat following restoration of borrow pits as part of the scheme would benefit a range of wildlife including invertebrates, birds, bats, great crested newts, fish, water voles and badgers. There would be a significant beneficial effect on ecology through habitat gain as a result of the scheme with slight to moderate beneficial effects.

4.6 Geology and soils

4.6.1 The scheme does not pass through any areas designated as being of geological interest.

4.6.2 The scheme would cross or pass close to some sites which may be contaminated by historical activities; these are:

- a former fuel storage depot (Buckden fuel depot) which the scheme passes through;
- a former landfill site immediately adjacent to the scheme (Buckden South landfill); and
- two permitted and restored landfills; Buckden North, which is adjacent to the scheme, and Milton landfill, which the scheme would encroach on.

4.6.3 These sites would be investigated in detail ahead of construction to ensure safe handling, treatment and disposal of any potentially polluting material. Construction controls have been specified for the scheme to manage any unexpected contaminated land found during construction.

4.6.4 There are six borrow pit sites suitable for the extraction of gravel, clay and sands for use as construction materials located close to the route of the scheme. Following their use in the construction of the scheme the borrow pits would then be closed and restored.

4.6.5 A soil management strategy for use during construction has been prepared. This sets out requirements for contractors to ensure that good quality top soil is preserved for reuse.

4.6.6 Overall, no significant adverse effects on soils and geology would be anticipated.

4.7 Materials

- 4.7.1 Construction of this major infrastructure project would require large amounts of materials, and would generate waste that would need to be recycled or disposed of.
- 4.7.2 Large quantities of earth would be moved during construction with excavated material from cuttings and flood compensation areas used as fill material in embankments. Six borrow pits would be used to supplement the fill requirement. These would be located close to the point of use along the route of the scheme to reduce the usage of heavy vehicles.
- 4.7.3 The construction of the scheme is being designed to qualify for recognition under the CEEQUAL sustainability assessment award scheme for civil engineering projects. This award requires selection of construction materials and reduction, reuse and recycling of wastes in accordance with recognised national best practice.
- 4.7.4 Imported materials would primarily comprise blacktop, concrete and steel. These would be sourced with consideration for recycled content and transportation requirements. Haul routes would be agreed with the local authorities to ensure unsuitable roads are avoided.
- 4.7.5 The contractors would be required to implement site specific waste management plans and to maximise diversion from landfill by re-use, recycling and recovery. The contractors would record and monitor their environmental performance and compliance with regulatory controls.
- 4.7.6 Demolition wastes, such as from the removal of the A14 viaduct over the East Coast mainline railway in Huntingdon, would be recovered for recycling and re-use off site.
- 4.7.7 Green waste from vegetation clearance would be chipped and composted on-site for reuse in landscaping works where practicable, and top soils would be managed for reuse.
- 4.7.8 Overall, no significant adverse effects would be anticipated to arise from the management of waste materials which would be re-used, recycled or safely disposed of.

4.8 Noise and vibration

- 4.8.1 Existing noise levels vary widely across the scheme area. They are currently high close to the existing A14 and A1, and a number of locations adjacent to these roads have been identified as 'Important Areas' experiencing high levels of traffic noise in action plans published under the *Environmental Noise (England) Regulations 2006 (as amended)*.
- 4.8.2 As set out in HE/A14/EX/197, when in use, approximately 3,200 dwellings along the existing A14 corridor would benefit from noise reductions as a result of the scheme. These dwellings are situated through Huntingdon, Godmanchester, Girton, Histon, Impington and Fenstanton and there are also many sensitive non-residential facilities, including the Premier Inn at Brampton Hut that would also benefit.
- 4.8.3 These improvements would mainly result from re-routing traffic out of town and along the new bypass. In addition, noise improvements would also result from the provision of low noise road surfacing along the entire route, very low noise surfacing in six areas and a number of noise barriers along the modified sections of the existing A1 and A14, including the Cambridge northern bypass. Existing noise barriers would be enhanced by the scheme in a number of locations, particularly at Alconbury, Girton and Impington.
- 4.8.4 There would be noise increases affecting approximately 75 residential properties and some non-residential facilities. These are predominantly located along the new bypass section of the scheme between Brampton interchange and Fen Drayton. The magnitude of noise increases and the number of people adversely affected by them has been reduced by noise mitigation integrated into the scheme.
- 4.8.5 One residential property situated close to the scheme would qualify for noise insulation under the *Noise Insulation Regulations 1975 (as amended)*.
- 4.8.6 Site specific noise controls including site working hours and measures to reduce noise at source would be agreed with the local authorities before construction is started. Nevertheless, disturbance from noise would still arise close to construction areas whilst works are in progress. Noise insulation would be provided for around 14 residential properties close to construction works where noise would exceed levels specified in relevant British Standards.

4.9 Effects on pedestrian, cyclist and equestrian travellers

- 4.9.1 Currently, with the exception of the Cambridgeshire guided busway, there is limited provision for travel between Cambridge and Huntingdon by other means of transport than motor vehicle. Access to bus stops on the existing A14 is difficult and sometimes hazardous, particularly between Swavesey and Girton. The traffic speed, high traffic levels, high proportion of heavy goods vehicles and the lack of space mean that the road is also hazardous for cyclists.
- 4.9.2 There is a network of public rights of way throughout the scheme, however work previously carried out on the A1 and A14 affected some routes. Many rights of way now terminate at the existing trunk roads without convenient crossing points for pedestrians, cyclists or equestrians.
- 4.9.3 The scheme is designed to improve the safety and reliability of journeys for drivers of motorised vehicles. When in use, the scheme would have the following beneficial effects for pedestrians, cyclists and equestrians:
- a new shared cycleway/footway between Fenstanton and Girton, which provides new, safer opportunities to travel by non-motorised means;
 - reduced traffic volumes on the existing A14 alignment between Brampton Hut and Swavesey making conditions safer for cyclists;
 - the provision of dedicated footways and cycleways at new junctions on the A14;
 - two purpose built bridges for pedestrians and cyclists at Swavesey and Bar Hill to provide links for local communities to key employment centres by non-motorised means;
 - improved access to bus stops which would be relocated to local access roads;
 - a new bridleway near Brampton to reconnect bridleways severed by previous A1 widening work, linking Brampton to Brampton Wood and the Brampton Hut services; and
 - a new footway, cycleway and equestrian track between Brampton Hut services and Woolley Road, and a new bridleway from Woolley Road to Brooklands Lane, Alconbury (Ref. design change DR1.66, made following request from Huntingdonshire District Council and submitted in the *Consolidated Report on Proposed Non-Material Changes to the Application (HE/A14/EX/163)* September 2015).
- 4.9.4 The scheme would have a beneficial effect on driver stress by improving driving conditions on the A14 between Cambridge and Huntingdon.

- 4.9.5 Traffic noise and visual impact from the Huntingdon southern bypass would have an adverse effect on the character and amenity of public rights of way in this rural location. New routes, footbridges and footways would be provided to ensure continued connectivity in the public right of way network north and south of the scheme.
- 4.9.6 During construction, there would be temporary disruption of journeys and loss of amenity for pedestrians, cyclists and equestrians. The Highways Agency and its contractors would liaise with the local authorities and the police to implement traffic management plans and measures to reduce disruption to journeys for all types of travellers, including pedestrians, cyclists and equestrians. The Highways Agency and its contractors would also provide up to date information to the community on on-going work activities and temporary traffic management arrangements.

4.10 Community and private assets

- 4.10.1 Community and private assets in the area of the scheme include agricultural land and farms, private and commercial properties, community facilities and land designated for future development.
- 4.10.2 The scheme aims to deliver increased economic growth by enabling major residential and commercial developments to proceed; to connect people by freeing up local capacity for all road users; and to create a positive legacy for local communities and businesses.
- 4.10.3 The scheme has been carefully designed to reduce the need to acquire land, avoid sensitive sites and reduce environmental effects. Nevertheless, approximately 780 hectares of private, predominantly good quality, agricultural land would be required permanently and 220 hectares temporarily in order to construct the scheme, and this would significantly affect operations on 30 farm units. The landowners have been consulted during the design of the scheme to keep disruption from farmland severance or changes to access to a practical minimum.
- 4.10.4 The scheme would require the demolition of three residential properties and land to be taken from community facilities including Cambridgeshire Constabulary, Cambridge Service Area and Trinity College Wood, as well as a small number of businesses.
- 4.10.5 The scheme would benefit development land by improving accessibility, although some land take from development land would be required, which would reduce its development potential.
- 4.10.6 The scheme would not cause significant severance when in use. Access across the new bypass would be maintained by the construction of overpasses.

4.10.7 Effects on community and private assets during construction would include:

- temporary loss of land required for materials storage or construction access;
- temporary impacts on access to areas of farmland, community facilities and private property as a result of construction haul routes and other construction activities; and
- use of land for borrow pits.

4.10.8 During construction, the scheme would generate construction industry jobs, and the local economy would benefit from the provision of goods and services to staff and contractors.

4.11 Road drainage and the water environment

4.11.1 The scheme would cross a number of watercourses, including the river Great Ouse. The scheme would also require channel realignments and the introduction of new minor drainage channels.

4.11.2 A flood risk assessment has been carried out and has determined that there would be an increased risk of flooding of agricultural land from Ellington Brook, the river Great Ouse and Beck Brook upstream of the scheme. The Highways Agency is in discussions with affected landowners but the effect is considered to be non-significant and non-material, due to factors such as the extent of the change in risk and the use of the land in question. There is no increased risk to property from flooding at these locations or elsewhere in the area of the scheme. The effect of peak water levels on these watercourses is considered to be non-significant and non-material.

4.11.3 When completed, the scheme would:

- Increase the volume of road drainage due to an increase in road pavement area. This would be mitigated by designing attenuation into the drainage system to mimic the natural response of the catchment area.
- Remove existing floodplain on a number of watercourses. This would be mitigated by providing flood storage areas. These are excavations within agricultural land close to watercourses prone to flooding to provide temporary storage for flood waters to replace any reduction in natural flood storage capacity along the route of the road.

4.11.4 The scheme would not significantly affect water quality in the Great Ouse catchment. Sustainable drainage systems would be provided in the scheme, and road run-off would be directed to pass through swales and attenuation ponds designed for water treatment by natural processes.

- 4.11.5 Potential impacts on the water environment during construction would be mitigated by the use of silt settlement lagoons, swales and sediment bunds.
- 4.11.6 Dewatering of groundwater may be required during the excavation of borrow pits. Mitigation would be provided to ensure controlled release and to protect the quality of aquifer and surface water resources.

4.12 Cumulative effects

- 4.12.1 The environmental impact assessment has considered the possible environmental effects of the scheme in combination with the effects of other development that has already taken place in the area, or which are reasonably foreseeable in the future, such as proposed major residential projects and wind farms.
- 4.12.2 The area has witnessed a progressive loss of agricultural land which would continue as local development plans are implemented. There has been increasing loss or disturbance to ecological habitat as new developments have been constructed. Conversely, an increase in biodiversity is expected as habitat enhancement proposals are implemented as an integral part of developments such as this scheme.
- 4.12.3 The environmental impact assessment has also assessed compounding effects on people or the environment from interacting environmental impacts, such as a sense of urbanisation from increased noise and lighting where new highways infrastructure is being constructed in greenfield areas.
- 4.12.4 In the Mill Common and View Common areas of Huntingdon the overall sense of place would be improved as a result of a combination of better air quality, reduced noise, improved pedestrian access and a more open environment from the removal of the existing A14 viaduct over the East Coast mainline railway.
- 4.12.5 An assessment of human health impacts has been undertaken and no significant adverse impacts were reported.

5 What happens next

- 5.1.1 The Highways Agency has submitted the *Environmental Statement* to the Planning Inspectorate as part of an application for a Development Consent Order. The Planning Inspectorate has been appointed by the Secretary of State to examine the application. Granting of the order would give the Highways Agency the legal power to proceed with the scheme.
- 5.1.2 At the time of publication of this non-technical summary, the application has just entered the acceptance period, which has a maximum period of 28 days. On receipt of the application, the Planning Inspectorate will upload documents to its website and will contact local authorities for confirmation of the adequacy of pre-application consultation. If satisfactory responses are received and all the necessary documents have been provided, the Planning Inspectorate will accept the application as adequate and the pre-examination stage will begin. At this point the Highways Agency will publish a notice saying where application documents can be viewed. During the registration period of the pre-examination stage, members of the public can register as interested parties. This will entitle them to make written representations to the Planning Inspectorate. Information on how to register can be found on the Planning Inspectorate's website:
<http://infrastructure.planningportal.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/>
- 5.1.3 The pre-examination period ends with the preliminary meeting, which registered interested parties are invited to attend. At the preliminary meeting, the Planning Inspectorate will decide the key issues to take into account when examining the application.
- 5.1.4 The preliminary meeting marks the start of the examination period during which any necessary hearings will be held to address key issues identified at the preliminary meeting.
- 5.1.5 Registered interested parties can send written comments to the Planning Inspectorate and can ask to speak at a public hearing. The examination will last a maximum of six months.
- 5.1.6 The Planning Inspectorate then has three months to consider its recommendation. This recommendation and a supporting report are passed to the Secretary of State for Transport, who will have three months to decide whether or not to grant a Development Consent Order.
- 5.1.7 Finally, when the Secretary of State's decision is published, there is a six-week High Court challenge period. If there are no High Court challenges, the decision is final.

