

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

HE/A14/EX/259

TR010018

HE/A14/EX/259

Updates to the National Policy Statement for National Networks Compliance Tracker – Deadline 15

November 2015

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009
The Infrastructure Planning (Examination Procedure) Rules 2010



A14 Cambridge to Huntingdon improvement scheme

Updates to the National Policy Statement for National Networks
Compliance Tracker – Deadline 15

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1 Updates to the NPS Compliance Tracker

1.1 Context

- 1.1.1 Following the designation of the National Policy Statement for National Networks ("the NPS") on 14 January 2015, Highways England submitted an update to the Case for the Scheme (Applicant reference HE/A14/EX/21, PINS reference APP-784) which appended the NPS Compliance Tracker. The tracker set out a full assessment of how the scheme conforms with the NPS (including its assessment requirements). This assessment was originally referenced in Section 6.3 of the Case for the Scheme (document reference 7.1, PINS reference APP-755).
- 1.1.2 At Deadline 9 Highways England submitted an Update of the compliance tracker relating to the National Policy Statement for National Networks (HE/A14/EX/144, REP9-019) to further demonstrate the scheme's conformity with the NPS at that time.
- 1.1.3 This document (submitted to the Examining Authority at Deadline 14) provides a further update to the NPS Compliance Tracker. It records further compliance with the NPS demonstrated by submissions during the examination.
- 1.1.4 This document does not reproduce the entire NPS Compliance Tracker. Rather, it includes only those extracts for which there are updates.
- 1.1.5 This document should be taken into account when considering Section 6.3 of the Case for the Scheme document.

1.2 Updates to the NPS Compliance Tracker

- 1.2.1 Where there is an update to the NPS Compliance Tracker, that entry has been extracted from the tracker and included in the relevant table below. An additional column has been added to the tracker and the only changes to the tracker previously submitted are contained within this additional column.
- 1.2.2 Entries in the additional column record further compliance with the NPS demonstrated since Deadline 9.

Table 1 NPS Chapter 3

NPS Paragraph Number	Requirement of the National Policy Statement for National Networks (NPS)	Compliance with the NPS	Update as at Deadline 9	Update as at Deadline 15
3	WIDER GOVERNMENT POLICY ON THE NATIONAL NETWORKS			
3.2	<p>The Government recognises that for development of the national road and rail networks to be sustainable these should be designed to minimise social and environmental impacts and improve quality of life.</p>	<p>A comprehensive environmental impact assessment has been carried out, together with proposals for mitigation of likely significant environmental effects arising from the scheme. This is reported in the Environmental Statement (document refs 6.1 - 6.4). Environmental benefits have also been considered during the scheme design process, and have been incorporated where practicable. Significant environmental and quality of life benefits include removal of the Huntingdon rail viaduct, dedicated Non-Motorised Users crossings of the A14 at Swavesey and Bar Hill, provision of a local access road with dedicated cycle lane between Fen Drayton and Girton, and incorporation of noise barriers to deal with Noise Action Planning Important Areas. These benefits are set out in the Case for the Scheme (document ref 7.1).</p> <p>Chapter 14 (Noise and Vibration) of the Environmental Statement, notes that noise improvements result from the provision of a number of noise barriers</p>	<p>Since submitting the Development Consent Order (DCO) application Highways England has continued to consider how best to mitigate the adverse impacts and to enhance the benefits of the scheme at residential areas. In particular, Highways England has considered the engineering and financial implications of using new higher performance road surface specifications and/or additional noise barriers to reduce traffic noise levels, all in the context of continuing to meet the requirements of the NPSNN, namely that Best Available Techniques (NPSNN 5.189) are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life.</p> <p>The on-going consideration of mitigation has identified that there</p>	<p>Opportunities to add to or enhance mitigation and residual effects have also been demonstrated through additional commitments to long term management of the borrow pits, resulting in overall significance of residual effects changing from moderate adverse on some species to slight to moderate beneficial on all species.</p> <p>Since submitting the deadline 9 submission (PINS REP9-019) Highways England has continued to consider how best to mitigate the adverse impacts of the scheme and to enhance the benefits of the scheme at residential areas that are already exposed to high levels of road traffic noise. In particular, it has considered the engineering and financial implications of using higher performance road surfaces to reduce traffic noise levels, all in the context of</p>

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		<p>along the modified sections of the existing A1 and A14, including the Cambridge Northern Bypass. Existing noise barriers would be enhanced by the scheme at a number of locations, particularly at Girton and Impington. During operation, over 2,900 dwellings along the existing A14 corridor through Huntingdon, Godmanchester and Fenstanton and many sensitive non-residential facilities, including Hinchingsbrooke Hospital, Stukeley Meadow Primary School and Hemingford Nursery School would benefit from noise reductions as a result of the scheme. This greatly exceeds the 330 dwellings that would experience an increase in noise.</p>	<p>is a strong sustainability case for providing lengths of very low noise surfacing (vLNS) as part of the BAT noise mitigation solution at four locations and extensions to two noise barriers as follows: 1) provide vLNS at four locations: Alconbury; Brampton; Girton and Orchard Park; and 2) extend the noise barriers at Alconbury and Girton.</p> <p>The justification for this further mitigation and the context in which it came about, is set out in Highways England's Position Statement on Further Noise Mitigation (HE/A14/EX/129 PINS reference REP8-023) submitted at Deadline 8.</p> <p>With respect to artificial lighting in connection with the scheme, and mitigating its effect on quality of life, further information is provided in Highways England's response to the ExA's Second Written Question 2.7.1 (Applicant reference HE/A14/EX/85, PINS reference REP7-020).</p>	<p>meeting the requirements of the National Policy Statement for National Networks, namely that Best Available Techniques are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life.</p> <p>Following a detailed review, in addition to the mitigation identified in the Environmental Statement, Highways England has committed to: 1) provide Very Low Noise Surfacing at six locations: Alconbury; Brampton; Girton and Orchard Park (PINS REP8-023) and Bar Hill (PINS REP10-040) and an extension of Brampton north of Buckden Marina (Applicant reference HE/A14/EX/197, PINS REP13-019 and HE/A14/EX/212, PINS REP13-032); and 2) extend the noise barriers at Alconbury and Girton (REP8-023).</p>

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3.3	In delivering new schemes, the Government expects applicants to avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes. The Government's detailed policy on environmental mitigations for developments is set out in Chapter 5 of this document.	Each chapter of the Environmental Statement (document ref 6.1) sets out how environmental impacts of the scheme would be mitigated, in line with current relevant guidance and accepted principles. Reasonable opportunities for environmental and social benefits have also been considered as part of the EIA process, and would also be an ongoing aim of the detailed design process to deliver environmental and social benefits.	See above in respect of paragraph 3.2 of the NPSNN.	Opportunities to add to or enhance mitigation and residual effects have also been demonstrated through additional commitments to long term management of the borrow pits, resulting in overall significance of residual effects changing from moderate adverse on some species to slight to moderate beneficial on all species. See above in respect of paragraph 3.2 of the NPSNN and noise mitigation.
3.17	There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects	Chapter 15 Effects on All Travellers of the Environmental Statement (document ref 6.1) notes that the scheme includes local access roads and Non-Motorised Users routes to support travel on foot, by bicycle and by bus. The segregation of shared use pedestrian/cyclist routes from other road traffic will make journeys more attractive and convenient. The assessment in chapter 15 predicts major	Highways England has been in continuing dialogue with local authorities to continue to address the needs of cyclists and pedestrians within the preliminary design. This has led, for example, to non-material design changes to the Scheme to create new NMU provision (design changes 1.66 and 1.79 within the Proposed Non	An example of where Highways England has sought to reconnect severed communities and correct historic problems is at Brampton, as is explained in its Deadline 9 document: Explanation of Public Rights of Way and Non-Motorised User Facilities at Alconbury to Brampton before and after the Scheme (Applicant

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	<p>applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.</p>	<p>beneficial effects for pedestrians and cyclists in some areas (notably Brampton, Swavesey - Girton) as a result of implementing the scheme. The scheme includes extensive new provision for walking and cycling. In addition, historic severance is addressed through new provision at Brampton across the A1 and improved access across the existing A14. The effects of this are captured in Chapter 15 of the Environmental Statement. Chapter 7 'A Positive Legacy' in the Case for the Scheme (document ref 7.1) sets out the Non Motorised User facilities and Chapter 5 of the Transport Assessment (document ref 7.2) which sets out sustainable modes of transport.</p>	<p>Material Changes Report Applicant reference HE/A14/EX/99, PINS reference REP7-034), with the aim of ensuring compliance with this policy is maximised.</p>	<p>reference HE/A14/EX/134, PINS reference REP9-009).</p>

Table 2 NPS Chapter 4

NPS Paragraph Number	Requirement of the National Policy Statement for National Networks (NPS)	Compliance with the NPS	Update as at Deadline 9	Update as at Deadline 15
4	ASSESSMENT PRINCIPLES			
4.20	<p>Should the Secretary of State decide to grant development consent for an application where details are still to be</p>	<p>The draft requirements make provision where appropriate for consideration of elements of the detailed design of the project</p>	<p>Further requirements have been added to the draft Development Consent Order as a result of issues raised during the</p>	<p>Further requirements have been added to the draft Development Consent Order as a result of further issues raised during the</p>

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4	ASSESSMENT PRINCIPLES			
	<p>finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent. The application to change the consent may need to be accompanied by environmental information to supplement that which was included in the original environmental statement.</p>		<p>examination to date - please see latest draft submitted at Deadline 7 (Applicant ref: HE-A14-EX-96; PINS ref: REP7-031). These secure, for the avoidance of doubt, the approval of details of specific elements of the scheme prior to commencement of development (e.g. lighting and ecological mitigation).</p>	<p>examination, particularly around, for example, the development of detailed design. Please see the latest draft submitted at Deadline 15 (HE/A14/EX/253)</p> <p>Highways England has provided additional information on how the procedure would work for the discharge of requirements in its <i>Note on discharge of requirements process</i> (applicant ref: HE/A14EX/152; PINS ref: REP10-036).</p>
4.22	<p>Prior to granting a Development Consent Order, the Secretary of State must, under the Habitats</p>	<p>A full assessment of implications for European sites concluding no likely significant effects is provided in Appendix 11.12 of the Environmental Statement</p>		<p>Highways England submitted a final revised set of AIES screening matrices (in the form</p>

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	<p>Regulations, consider whether it is possible that the project could have a significant effect on the objectives of a European site, or on any site to which the same protection is applied as a matter of policy, either alone or in combination with other plans or projects. Applicants should also refer to paragraphs 5.20 to 5.38 of this national policy statement on biodiversity and geological conservation and to paragraphs 5.3 to 5.15 on air quality. The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered.</p>	<p>(document ref 6.3). The report contains details of the ongoing consultation with Natural England.</p>		<p>of Annex C to PINS Advice Note 10) at Deadline 9 (Applicant reference: HE/A14/EX/132; PINS reference: REP9-007) as a result of comments from the Examining Authority during the examination.</p> <p>The Examining Authority's Report on the Implications for European Sites (PINS ref: PD-015) was published in October 2015 and accepted by Natural England in their comments in respect of the same (REP13-007).</p>
4.23	<p>Applicants are required to provide sufficient information with their applications for</p>			<p>Highways England submitted a final revised set of AIES screening matrices (in the form of Annex C to PINS Advice Note</p>

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	<p>development consent to enable the Secretary of State to carry out an Appropriate Assessment if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The information provided may also assist the Secretary of State in concluding that an appropriate assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.</p>			<p>10) at Deadline 9 (Applicant reference: HE/A14/EX/132; PINS reference: REP9-007) as a result of comments from the Examining Authority during the examination.</p> <p>The Examining Authority's Report on the Implications for European Sites (PINS ref: PD-015) was published in October 2015 and accepted by Natural England in their comments in respect of the same (REP13-007).</p>
4.27	<p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their</p>			<p>Highways England has carried out a full options appraisal for the Scheme that has included multi modal alternatives. This is the 'A14 Study' carried out from 2011 to 2012. The A14 Study was taken into account as part of the investment decision making process.</p>

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	<p>status within Road or Rail Investment Strategies or other appropriate policies or investment plans, option testing need not be considered by the examining authority or the decision maker. For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has been undertaken.</p>			<p>The full explanation of this 'options' stage of the development of the Scheme is set out in the 'Addendum to Appendix 1 of the Matters Arising from the Issue Specific Hearing on Traffic and Transportation (Applicant reference HE/A14/EX/157, PINS reference REP11-013) submitted at Deadline 11.</p> <p>This submission also includes a copy of the key output of the A14 Study: Output 3: Package Testing and Appraisal Report.</p>
4.33	<p>The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme's contribution to the quality of the area in which it would be located). Applicants will want to consider the role of technology in delivering new</p>	<p>The scheme has been designed to meet the project's objectives which include both functionality (reduce congestion, increase journey reliability) and aesthetic requirements (assessed as part of the environmental statement). The use of technology is an integral part of the scheme proposals. A consortium of Jacobs, Arup and Aecom has designed the scheme (ensuring good design principles are embedded into</p>	<p>Highways England's has responded to these points within its response to question 1.9.15 (Applicant reference HE/A14/EX/36, PINS reference REP2-010)</p>	<p>Highways England has included a requirement in Schedule 2 to the DCO for the Design Council's Design Review panel to review and comment on options for the detailed design of the scheme, with Highways England obligated to consider the advice given. Highways England has set out additional information as to how it envisages this process working</p>

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	national networks projects. The use of professional, independent advice on the design aspects of a proposal should be considered, to ensure good design principles are embedded into infrastructure proposals.	infrastructure proposals) and Highways England have reviewed the scheme. Furthermore, wide consultation has been carried out with statutory and non-statutory stakeholders (e.g. Cambridgeshire County Council, district and parish councils, Environment Agency, Natural England, Network Rail).		in its <i>Note on participation in the detailed design process</i> (applicant ref: HE/A14/EX/162; PINS ref: REP10-046).
4.43	The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the	Sea level rise will not affect this part of East Anglia (including during the anticipated life-span of this project); the River Ouse is not tidal at the location of the scheme (UK Climate Projections 2009 - UKCP09). Table 23.1 of the Flood Risk Assessment demonstrates that the carriageway level for the scheme is above the 100-year flood level at all locations. More radical changes from climate change resulting in floods above the 100-year level could affect the scheme at Cock Brook but that effect will be mitigated by accommodation in the detailed design.		The original entry in relation to compliance with the NPS should be updated as follows: "More radical changes from climate change resulting in floods above the 100-year level could affect the scheme at <u>Oakington Brook but the FRA demonstrates that the road would remain safe and passable for 1 100-year plus climate change event. Cock Brook but that affect will be mitigated by accommodation in the detailed design.</u> " Updated hydraulic modelling has

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	operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.			revised the assessment of flood risk on the Cock Brook and the road is not at risk of flooding from this watercourse for the 1% AEP event plus climate change as stated in Section 23.5.4 of the updated FRA.

Table 3 NPS Chapter 5

NPS Paragraph Number	Requirement of the National Policy Statement for National Networks (NPS)	Compliance with the NPS	Update as at Deadline 9	Update as at Deadline 15
5	GENERIC IMPACTS			
5.19	Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to	Mitigation measures are presented in the mitigation sections of Appendix 13.2 of the Environmental Statement (document ref 6.3); Section 4 "Suggested interventions for construction" and Section 6 "Suggested interventions for the operational phase".		Further information as to how the proposed scheme limits the carbon footprint of the proposal in terms of design and construction and any associated mitigation measures is set out in the response to the ExA's First Written Questions, Question 1.3.1 (HE/A14/EX/30, REP2-004).

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	design and construction, the carbon footprint is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design and construction will be a material factor in the decision making process.			
5.23	The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	<p>Environmental Statement (document ref 6.1) Chapter 11 Nature Conservation demonstrates that the scheme protects all designated sites and provides a net increase in semi natural habitats and connectivity. The restoration of the borrow pits would also provide short to medium term positive effects and possibly long term benefits on biodiversity dependent on the eventual management. The assessment took a worst case approach, however, since publication of the Environmental Statement, a 10 year management commitment has been secured allowing for longer term positive effects.”</p> <p>Environmental Statement Chapter 12 Soils and Geology confirms that impacts to geologically important sites are considered negligible as no significant sites are identified within 500m of the</p>	<p>Highways England has now committed to long term management of borrow pits. Long term management would provide sufficient new habitats to compensate the moderate adverse significant residual effects identified for barbastelle bat (mortality), Cetti's and grasshopper warblers (disturbance) in the Environmental Statement (document ref 6.1) Chapter 11 Nature Conservation, so that no likely significant residual effect is now predicted for those species.</p> <p>Highways England has responded to the Examining Authority's First Written Question 1.2.8 (Applicant Ref: HE/A14/EX/29; PINS Ref: f-003)</p>	Pursuant to Schedule 2 to the DCO, Highways England is required to carry out the restoration and the aftercare of the borrow pits in accordance with the borrow pits restoration and aftercare strategy. This document sets out the principles for restoration and aftercare, including securing the relevant aftercare period (generally 10 years, although an extended period will apply where essential ecological mitigation is to be provided). Under the strategy, site specific restoration and aftercare plans must be developed and finalised. The strategy will be a certified document under article 41 of the DCO and the final form of this document was submitted into the examination at Deadline

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		scheme.	and provided more information on compliance with this particular paragraph.	13 (Applicant reference: HE-A14-EX-207; PINS reference: REP13-027).
5.27	<p>The most important sites for biodiversity are those identified through international conventions and European Directives. The Habitats Regulations provide statutory protection for European sites (see also paragraphs 4.22 to 4.25). The National Planning Policy Framework states that the following wildlife sites should have the same protection as European sites:</p> <ul style="list-style-type: none"> • potential Special Protection Areas and possible Special Areas of Conservation; • listed or proposed Ramsar sites; and • sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation and listed or proposed Ramsar sites. 	<p>An assessment of implications on European sites (AIES) (Appendix 11.12 of the Environmental Statement (document ref 6.1) associated with the scheme has been undertaken following guidance in the Design Manual for Roads and Bridges (DMRB) HD 44/09: Assessment of implications (of highways and/or roads projects) on European sites (including appropriate assessment) (Highways England et al., 2009a).</p>		<p>Highways England submitted a final revised set of AIES screening matrices (in the form of Annex C to PINS Advice Note 10) at Deadline 9 (Applicant reference: HE/A14/EX/132; PINS reference: REP9-007) as a result of comments from the Examining Authority during the examination.</p> <p>The Examining Authority's Report on the Implications for European Sites (PINS ref: PD-015) was published in October 2015 and accepted by Natural England in their comments in respect of the same (REP13-007).</p>

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5.36	<p>Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how these will be secured. In particular, the applicant should demonstrate that:</p> <p>during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works;</p> <p>during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements);</p> <p>habitats will, where practicable, be restored after construction works have finished;</p> <p>developments will be designed and landscaped to provide</p>	<p>Environmental Statement (document ref 6.1) Chapter 11 Nature Conservation identifies the mitigation measures, which are also summarised in the register of environmental actions and commitments. Environmental Statement (document ref 6.2) Figure 11.13 Ecological Mitigation Plans illustrates both the proposed landscaping scheme, plus additional areas proposed for ecological mitigation that have been designed into the scheme, for use to meet specific habitat and species requirements.</p> <p>Environmental Statement Appendix 20.1: Register of environmental actions and commitments (document ref 6.3) identifies mitigation measures including:-</p> <ul style="list-style-type: none"> - exclusion zones will be installed around protected habitat areas, designated sites and known sensitive receptors to avoid accidental damage. - river restoration and enhancement techniques will be incorporated to increase opportunities for habitats and species when realigning watercourses. - key existing north-south wildlife dispersal corridors across the scheme are to be maintained as far as practicable using bridges, culverts, underpasses and 	<p>Consultation with Natural England, Environment Agency and Local Authorities during the examination period has resulted in a number of amendments to the DCO requirements and CoCP to improve the precision as to how ecological measures would be secured. The most recent version of the Code of Construction Practice was submitted at Deadline 8 (Applicant ref: HE/A14/EX/123; PINS Ref: REP8-017) and the most recent version of the DCO was submitted at Deadline 7 (Applicant Ref: HE/A14/EX/96; PINS Ref: REP7-031).</p>	<p>The most recent version of the Code of Construction Practice was submitted at Deadline 14 (Applicant ref: HE/A14/EX/244; PINS Ref: REP14-022) and the most recent version of the DCO was submitted at Deadline 15 (Applicant Ref: HE/A14/EX/253). The most recent version of the Register of Environmental Actions and Commitments was submitted at Deadline 13 (Applicant Ref: HE/A14/EX/203, REP13-023).</p>

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	<p>green corridors and minimise habitat fragmentation where reasonable;</p> <p>opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge.</p>	<p>structural planting within the design. - where practicable, habitat creation/enhancement opportunities will be included within landscape and visual, noise and drainage design.</p> <p>Appendix 20.2 (Code of construction practice) also includes mitigation measures. For instance, paragraph 12.1.2 of the ES states that the main contractors will reduce habitat loss within the land provided for the scheme by keeping the working area to the minimum necessary for construction of the scheme and where this area has been agreed installing appropriate exclusion measures to prevent accidental incursion.</p>		
5.37	<p>The Secretary of State should consider what appropriate requirements should be attached to any consent and/or in any planning obligations entered into in order to ensure that mitigation measures are delivered.</p>	<p>Environmental Statement Appendix 20.1: Register of environmental actions and commitments (document ref 6.3) identifies how the mitigation measures will be secured.</p>	<p>Consultation with Natural England, Environment Agency and Local Authorities during the examination period has resulted in a number of amendments to the DCO requirements and CoCP to improve the precision as to how ecological measures would be secured. The most recent version of the Code of Construction Practice was submitted at Deadline 8 (Applicant ref: HE/A14/EX/123; PINS Ref: REP8-017) and the</p>	<p>The most recent version of the Code of Construction Practice was submitted at Deadline 14 (Applicant ref: HE/A14/EX/244; PINS Ref: REP14-022) and the most recent version of the DCO was submitted at Deadline 15 (Applicant Ref: HE/A14/EX/253). The most recent version of the Register of Environmental Actions and Commitments was submitted at Deadline 13 (Applicant Ref: HE/A14/EX/203, REP13-023).</p>

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			most recent version of the DCO was submitted at Deadline 7 (Applicant Ref: HE/A14/EX/96; PINS Ref: REP7-031).	
5.82	<p>Because of the potential effects of these emissions and in view of the availability of the defence of statutory authority against nuisance claims s.104 of the Planning Act 2008 described previously, it is important that the potential for these impacts is considered by the applicant in their application, by the Examining Authority in examining applications and by the Secretary of State in taking decisions on development consents.</p>	<p>Construction dust impacts have been considered within chapter 8 Air Quality of the Environmental Statement (document ref 6.1), in the construction assessment sections and mitigation measures have been included in the Code of Construction Practice to ensure no significant impacts occur.</p> <p>The landscape and visual effects of artificial lighting are considered as part of the landscape and visual impact assessment reported in ES Chapter 10 Landscape and visual effects schedules Appendices 10.2 - 10.6.</p> <p>Paragraph 10.4.12 states that the impact of road lighting, where deemed essential, would be minimised through careful placement. The use of modern, controllable light sources with sharp cut-off properties, coupled with dynamic systems of operation, would reduce the effect of lighting on the surrounding environment.</p> <p>Artificial lighting is also covered within</p>	<p>Highways England's response to the ExA's First Written Question 1.9.8 and Second Written Question 2.7.1 further demonstrates compliance in relation to lighting effects.</p>	<p>Highways England has included a requirement in Schedule 2 to the DCO to secure the approval by the Secretary of State of a highway lighting scheme that must be complied with. This must reflect the standard of lighting as set out in the environmental statement or, alternatively, not give rise to any new or materially worse environmental effects than those set out in the environmental statement.</p> <p>Natural England has made clear it is content with the wording of this requirement (please see Appendix 2 to the document submitted by Highways England at Deadline 13 with Applicant reference: HE/A14/EX/194; PINS reference: REP13-016).</p>

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		<p>Chapter 11 Nature Conservation.</p> <p>Paragraph 11.5.216 states that impacts to lighting during construction would be mitigated through use of hoods and shields to limit light spill onto adjacent habitats; downward directional lighting to the area to be illuminated; and lighting to be the minimum brightness required for health and safety.</p> <p>Paragraph 11.5.217 states that construction impacts would be limited to relatively localised areas, would be temporary and are not anticipated to have a significant effect on bat populations.</p>		
5.87	The Secretary of State should be satisfied that all reasonable steps have been taken, and will be taken, to minimise any detrimental impact on amenity from emissions of odour, dust, steam, smoke and artificial light. This includes the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.	Mitigation details for dust are provided in Environmental Statement (document ref 6.1) Chapter 8 Air Quality section 8.6 . Mitigation details for light pollution are provided in paragraphs 3.5.1 - 3.5.6 of Chapter 3 Description of the Scheme of the Environmental Statement	Highways England's responses to ExA's Second Written Questions 2.1.1, 2.1.2 and 2.1.6 provide further details of the ways air quality effects are minimised. Highways England's response to the ExA's First Written Question 1.9.8 and Second Written Question 2.7.1 further explains how lighting effects are minimised.	Schedule 2 to the draft DCO contains a number of requirements that secure environmental protection measures. These include those relating to protected species (which Natural England is content with), air quality monitoring and lighting. The requirements also secure compliance with the Code of Construction Practice, which itself secures a number of environmental protection measures.
5.89	The Secretary of State should	Mitigation details for dust are provided in	Highways England's responses	Schedule 2 to the draft DCO

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	ensure the applicant has provided sufficient information to show that any necessary mitigation will be put into place. In particular, the Secretary of State should consider whether to require the applicant to abide by a scheme of management and mitigation concerning emissions of odour, dust, steam, smoke, artificial light from the development to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation.	Environmental Statement (document ref 6.1) Chapter 8 Air Quality section 8.6. All air quality mitigation is included in the Code of Construction Practice (Appendix 20.2). None is required for the operational phase.	to ExA's Second Written Questions 2.1.1, 2.1.3, 2.1.6 and 2.1.10 further demonstrate how construction effects will be mitigated in accordance with the CoCP.	contains a number of requirements that secure environmental protection measures. These include those relating to protected species (which Natural England is content with), air quality monitoring and lighting. The requirements also secure compliance with the Code of Construction Practice, which itself secures a number of environmental protection measures.
5.91	The National Planning Policy Framework (paragraphs 100 to 104) makes clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. But where development is necessary, it should be made safe without increasing flood risk elsewhere. The guidance	Table 23.1 of the Flood Risk Assessment in Appendix 17.1 of the Environmental Statement (document ref 6.3) demonstrates that while the road is located within Flood Zone 3 it has been made safe for the future users as the carriageway levels are higher than the predicted 1% AEP peak flood level. The FRA includes the assessment of the new roads impact upon all sources of flood risk and has found that it does not increase flood risk to others with (Ellington Brook,	Currently flood models for watercourses within the scheme boundary are being updated or refined. Highways England is in dialogue with the Environment Agency to agree the models to enable final agreement with the Environment Agency on an updated scheme Flood Risk Assessment in October 2015.	The FRA includes the assessment of the new road's impact upon all sources of flood risk and has found that it does not increase flood risk to others. There are changes to peak water levels at Ellington Brook, Brampton Brook and the river Great Ouse and Beck Brook but <u>such changes are considered to be non-material</u> due to the nature of the increases and land-use,

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	supporting the National Planning Policy Framework explains that essential transport infrastructure (including mass evacuation routes), which has to cross the area at risk, is permissible in areas of high flood risk, subject to the requirements of the Exception Test.	Brampton Brook and the river Great Ouse), in respect of which the Environment Agency are satisfied that this flood risk is acceptable as it does not affect property. Highways England is also in the course of confirming this with relevant landowners.		amongst other factors. The Environment Agency is satisfied that these increases are acceptable to them as it does not affect property and that the scheme is not contrary to the principles of flood risk policy in the NPS. Highways England has received written confirmation from all landowners as demonstrated in the FRA Position Statement submitted at Deadline 15 (HE/A14/ExA/264).
5.92	Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA): <ul style="list-style-type: none"> • Flood Zones 2 and 3, medium and high probability of river and sea flooding; • Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the 			Section 3.2.11 of the FRA states that the scheme crosses areas of Flood Zone 3.

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	Environment Agency has notified the local planning authority that there are critical drainage problems.			
5.93	This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.			<p>All sources of flood risk have been considered. Sections 4 to 20 of the FRA summarise fluvial flood risk. Other sources of flooding are addressed in Sections 21 to 23, demonstrating how mitigation is provided where required.</p> <p>The scheme provides mitigation for the impact of climate change upon flood risk as stated in Section 1.8 of the FRA.</p>
5.94	<p>In preparing an FRA the applicant should:</p> <ul style="list-style-type: none"> consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its 			<p>All sources of flood risk have been considered. Sections 4 to 20 summarise fluvial flood risk. Other sources of flooding are addressed in Sections 21 to 23, demonstrating how mitigation is provided where required.</p> <p>Sections 1.8.13 and 1.8.14 state the consideration on climate change taken into account in the design of the scheme. A Sixty year design life has been adopted for the drainage assets as a</p>

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	<p>lifetime;91</p> <ul style="list-style-type: none"> • take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; • consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; • include the assessment of the remaining (known as ‘residual’) risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project; • consider if there is a need to remain operational during a worst case flood event over the development’s lifetime; • provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. 			<p>typical design life for such assets. The rest of the FRA assumes a 100-year design life.</p> <p>Section 23.5 of the FRA clearly states how safe access has been considered and that the road will remain safely passable for the 1% (1 in 100) AEP event plus an allowance for climate change</p> <p>Section 27.2 of the FRA addresses residual flood risks (post mitigation of the schemes impact), demonstrating that when the drainage design is overwhelmed by a storm event greater than its design capacity it will do so safely.</p> <p>Section 23.5 of the FRA clearly states how safe access has been considered and that the road will remain safely passable for the 1% (1 in 100) AEP event plus an allowance for climate change</p> <p>Section 25.4 of the FRA states how the scheme passes the Exception Test, clarifying:</p> <ul style="list-style-type: none"> • the reasons for the location of

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				<p>the road and why it cannot be located in the least risk flood risk zone;</p> <ul style="list-style-type: none"> • the road will be safe for its lifetime; • the road does not materially affect flood risk elsewhere; and • where the scheme does include betterment, reducing predicted peak water levels
5.96	<p>Applicants for projects which may be affected by, or may add to, flood risk are advised to seek sufficiently early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. Such discussions can be used to identify the likelihood and possible extent and nature of the flood risk, to</p>			<p>Liaison has been ongoing through the design process with all flood risk management authorities affected by the scheme including:</p> <ul style="list-style-type: none"> • The Environment Agency; • Cambridgeshire County Council (as Lead Local Flood Authority); • South Cambridgeshire District Council; • Huntingdonshire District Council; • Internal Drainage Boards; and • Anglian Water

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	<p>help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application once it has been submitted and examined. If the Environment Agency has concerns about the proposal on flood risk grounds, the applicant is encouraged to discuss these concerns with the Environment Agency and look to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency's concerns, preferably before the application for development consent is submitted.</p>			
5.97	<p>For local flood risk (surface water, groundwater and ordinary watercourse flooding), local flood risk management strategies and surface water management plans provide useful sources of information for consideration in Flood Risk Assessments. Surface water flood issues need to be</p>			<p>Section 3.2 of the FRA states the sources of local flood risk information that have been utilised in the assessment of flood risk including the Environment Agency's CFMP, SFRA's and SWMP's</p> <p>Identified surface water flow routes and how they will be safely</p>

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	understood and then account of these issues can be taken, for example flow routes should be clearly identified and managed.			managed by the scheme to ensure there is not a deleterious impact upon flood risk is detailed in Section 21 of the FRA
5.98	<p>Where flood risk is a factor in determining an application for development consent, the Secretary of State should be satisfied that, where relevant:</p> <ul style="list-style-type: none"> • the application is supported by an appropriate FRA; • the Sequential Test (see the National Planning Policy Framework) has been applied as part of site selection and, if required, the Exception Test (see the National Planning Policy Framework). 			<p>A fully NPS and NPPF compliant FRA has been undertaken and submitted as Appendix 17.1 of the scheme Environmental Statement.</p> <p>Section 25.1 of the FRA summarises the application of the sequential test which concludes the scheme has to also pass the Exception test in accordance with the NPPF.</p> <p>Section 25.4 of the FRA states how the Exception test has been passed. This states that the scheme provides wider sustainability benefits, is safe for users and does not materially affect flood risk elsewhere.</p>
5.99	When determining an application the Secretary of State should be satisfied that flood risk will not be increased elsewhere and only consider development appropriate in	Environmental Statement (document ref 6.3) Appendix 17.1 presents the Flood Risk Assessment developed in support of the Environmental Statement and is appended to it as Appendix 17.1. The scheme has been the design to be	As above.	Due to the linear nature of the scheme and the essential requirement that it runs parallel with the existing A14, the road cannot be relocated to avoid the areas of highest flood risk.

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	<p>areas at risk of flooding where (informed by a flood risk assessment, following the Sequential Test and, if required, the Exception Test), it can be demonstrated that:</p> <ul style="list-style-type: none"> • within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and • development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and priority is given to the use of sustainable drainage systems. 	<p>appropriately flood resilient and resistant providing safe access during times of flood.</p> <p>Appendix 17.1 (Flood Risk Assessment) paragraph 25.4.1 of the ES states that due to the linear nature of the scheme and the essential requirement that it runs parallel with the existing A14 the road cannot be relocated to avoid the areas of highest flood risk. Highways England has been through a lengthy options stage and has considered all environmental impacts and constraints.</p> <p>Appendix 17.1 (Flood Risk Assessment) paragraph 25.4.2 of the ES states that the FRA demonstrates that all parts of the scheme would be safe for the users of the road and provide safe access during a flood event) and would have no deleterious impact upon existing flood risk. The one exception to this is the A1 at Cock Brook, although there is some uncertainty regarding the predicted flood levels which are based on dated information. If flood risk is confirmed, appropriate resilience measures could be incorporated during detailed design.</p> <p>Where a potentially deleterious impact on</p>		<p>Highways England has been through a lengthy options stage and has considered all environmental impacts and constraints.</p> <p>This requirement is also addressed in Section 3 of the Flood Risk Assessment Position Statement submitted at Deadline 13 as follows:</p> <p>The FRA provides the evidence to demonstrate compliance with the Exception Test.</p> <p>Compliance with sustainability aspects of the NPS and a commentary on the environmental benefits of the scheme is provided in The Case for the Scheme update submitted at Deadline 9, HE/A14/EX/144.</p> <p>The FRA demonstrates that the scheme will have no material impact to flood risk.</p> <p>The FRA identifies that where the scheme increases peak water levels, there is no effect on</p>

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		<p>flood risk has been identified measures are proposed to mitigate for the increase in predicted water levels. There are a few exceptions (see paragraph 25.4.3 of the FRA) where further consultation with the Environment Agency and South Cambridgeshire District Council would be required to investigate alternative mitigation measures.</p> <p>Appendix 17.1 (Flood Risk Assessment) paragraphs 27.2.2 and 27.2.3 of the ES refer to residual risk. The FRA has highlighted a potential risk of flooding to the existing A1 from the Cock Brook but if this exists, it can be safely managed as set out above.</p> <p>The attenuation ponds and swales have to date been designed with a minimum freeboard of 150mm, providing additional storage beyond their design capacity. If they became overtopped by an extreme event they would do so over a longer length due to the low longitudinal gradient resulting in a low velocity. The ponds would be located at low points and therefore would overtop into areas already at risk of fluvial flooding, rather than into new risk areas.</p>		<p>property and, in all instances, these water level rises are considered non-material impacts as summarised in Table 4-1 (in the FRA Position Statement submitted at Deadline 14.</p> <p>The EA stated in their representation at Deadline 15 that the scheme is not contrary to the principles of flood risk policy of the NPS and that the scheme will not increase flood risk to property elsewhere.</p> <p>The original entry demonstrating compliance with the NPS is updated as follows:</p> <p><u>The one exception to this is the crossing of the Oakington Brook where part of the westbound carriageway would be affected, during a 1% (1 in 100) plus climate change event but it would remain safely passable for users A1 at Cock Brook, although there is some uncertainty regarding the predicted flood levels which are based on dated information. If flood risk is confirmed,</u></p>

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		The highway drainage scheme incorporates SuDS measures such as swales and ponds where appropriate.		appropriate resilience measures could be incorporated during detailed design.
5.100	For construction work which has drainage implications, approval for the project's drainage system will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010. In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property. The Secretary of State, should be satisfied that			<p>The scheme drainage system has been designed based on national standards as stated in Section 1.8 of the FRA which complies with the Flood and Water Management Act 2010 and the design of sustainable drainage systems.</p> <p>The scheme includes SuDS features in the form of attenuation ponds and swales. Both types of features will be maintained by Highways England; the scheme makes provision for access to undertake their maintenance.</p>

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	<p>the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.</p>			
5.101	<p>If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of flood risk, the Secretary of State can grant consent, but would need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try and resolve the concerns.</p>			<p>Discussions have been continuous with the Environment Agency throughout the pre-examination and examination phases of the project as recorded in a statement of common ground between the two parties.</p> <p>The outstanding issues between the two parties are considered to be minor and can be dealt with at the detailed design stage, following the making of the DCO (if the application is granted). The Environment Agency accepts that the scheme is NPS compliant and does not have a material effect upon flood risk.</p>

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5.102	<p>The Secretary of State should expect that reasonable steps have been taken to avoid, limit and reduce the risk of flooding to the proposed infrastructure and others. However, the nature of linear infrastructure means that there will be cases where:</p> <ul style="list-style-type: none"> • upgrades are made to existing infrastructure in an area at risk of flooding; • infrastructure in a flood risk area is being replaced; • infrastructure is being provided to serve a flood risk area; and • infrastructure is being provided connecting two points that are not in flood risk areas, but where the most viable route between the two passes through such an area. 			<p>Reasonable steps have been taken to avoid, limit and reduce the risk of flooding to the proposed infrastructure and others are set out in the FRA. Section 3.2.11 states that the scheme does cross areas of Flood Zone 3, It is necessary to cross these areas to construct the road and provide the new link between Cambridge and Huntingdon.</p>
5.103	<p>The design of linear infrastructure and the use of embankments in particular, may mean that linear infrastructure can reduce the risk of flooding for the</p>			<p>The FRA does identify areas where the scheme reduces peak water levels as documented in Table 26.1 of the FRA where water levels are predicted to fall on Brampton Brook, Grafham</p>

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	surrounding area. In such cases the Secretary of State should take account of any positive benefit to placing linear infrastructure in a flood-risk area.			Road Drain, Oxholme Drain and Covell’s Drain as a result of the scheme. There is also a significant area of reduction on West Brook as identified in Box 11.4.
5.104	Where linear infrastructure has been proposed in a flood risk area, the Secretary of State should expect reasonable mitigation measures to have been made, to ensure that the infrastructure remains functional in the event of predicted flooding.			The scheme includes mitigation for loss of floodplain as documented throughout the FRA and Section 23.5 of the FRA demonstrates that the scheme will be safe for its lifetime
5.108	Both elements of the test will have to be passed for development to be consented. For the Exception Test to be passed: <input type="checkbox"/> it must be demonstrated that the project provides wider sustainability benefits to the community ⁹⁵ that outweigh flood risk; and <input type="checkbox"/> a FRA must demonstrate that the project will be safe for its lifetime, without increasing flood risk elsewhere and, where			Due to the linear nature of the scheme and the essential requirement that it runs parallel with the existing A14, the road cannot be relocated to avoid the areas of highest flood risk. Highways England has been through a lengthy options stage and has considered all environmental impacts and constraints. Please also refer to responses to paragraphs 5.101, 5.102 and 5.104 above.

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	possible, will reduce flood risk overall.			<p>This requirement is also addressed in Section 3 of the Flood Risk Assessment Position Statement submitted at Deadline 13 (REP13-022) as follows:</p> <p>"The FRA provides the evidence to demonstrate compliance with the Exception Test.</p> <p>Compliance with sustainability aspects of the NPS and a commentary on the environmental benefits of the scheme is provided in The Case for the Scheme update submitted at Deadline 9, HE/A14/EX/144.</p> <p>The FRA demonstrates that the scheme will have no material impact to flood risk.</p> <p>The FRA identifies that where the scheme increases peak water levels, there is no effect on property and, in all instances, these water level rises are considered non-material impacts as summarised in Table 4-1 (in the FRA Position Statement submitted at Deadline 14.</p>

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5.110 to 5.112	<p>To satisfactorily manage flood risk and the impact of the natural water cycle on people, property and ecosystems, good design and infrastructure may need to be secured using requirements or planning obligations. This may include the use of sustainable drainage systems but could also include vegetation to help to slow runoff, hold back peak flows and make landscapes more able to absorb the impact of severe weather events.</p> <p>In this document the term Sustainable Drainage Systems (SuDS) is frequently used and taken to cover the whole range of sustainable approaches to surface water drainage management including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> source control measures including rainwater recycling and drainage; 			<p>The scheme includes SuDS measures to mitigate for its impact including ponds and swales. The geology of the location does not permit infiltration of runoff, therefore runoff will be managed through attention to Greenfield runoff rates to ensure no increase in existing peak flows to receiving watercourses.</p> <p>Section 27.2 demonstrates how the scheme makes provision for the residual risk when it is overwhelmed by rainfall events beyond its design capacity.</p>

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	<ul style="list-style-type: none"> <input type="checkbox"/>infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities; <input type="checkbox"/>filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns; <input type="checkbox"/>filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; <input type="checkbox"/>basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding; and <input type="checkbox"/>flood routes to carry and direct excess water through developments to minimise the impact of severe rainfall flooding. 			

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	Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts.			
5.174	The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory	<p>Environmental Statement (document ref 6.1) Chapter 16 Communities and Private Assets and paragraph 16.1.13 states that "the scheme design has taken existing land use into account and avoids public open space, sports and recreational buildings and land, including playing fields".</p> <p>Paragraph 10.6.2 of Chapter 10 (Landscape) of the Environmental Statement states that within certain areas of Huntingdon the scheme would have an urbanising effect by reducing the extent of privately owned green space at Views Common and, in particular, Mill Common. Views Common, notwithstanding the name, is neither common land nor open space as defined by section 131 of the Planning Act 2008, but is privately owned land crossed by linear public rights of</p>		<p>In accordance with para 5.166 of the NPS, and as explained in Highways England's response to the Examining Authority's First Written Questions at Q1.4.5 (applicant's reference HE/A14/EX31; PINS reference REP2-005) Highways England has had regard to South Cambridgeshire District Council's (SCDC) assessment of need for any "existing open space, sports and recreational buildings and land" in the form of SCDC's <i>Recreation and Open Space Study</i> (July 2013) (the Study), which forms part of SCDC's evidence base for its emerging Local Plan 2011 – 2031.</p> <p>Highways England notes that the</p>

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	land or facilities.	<p>way. The status of Mill Common is the same as that of Views Common save for a small triangular area which (possibly through historical anomaly or administrative error) is registered common land. A small amount (171 square metres) of the common land within Mill Common is required for the scheme. As it is required for highway widening and because the area is less than 200 square metres, the statutory protections for special category land (commons and open space) are not engaged. However, the section of the existing A14 embankment to the east of the Views Common roundabout would be removed as part of the scheme, which would create new green space within Views Common and reduce severance of Views Common caused by the existing A14. The removal of the existing A14 viaduct and its associated traffic, embankment and sign gantries would cause localised beneficial landscape and visual effects of high significance. The scheme will also affect recreational land coming within the definition (in the Planning Act 2008) of open space, in that it would require the acquisition of a strip of land at the edge of a golf course set within the grounds of the Menzies Hotel, located to the south of the</p>		<p>Study does not identify the land at Menzies Golf Course (required for the scheme as identified in paragraphs 11.11 to 11.17 of the Statement of Reasons) (the golf course land) as existing open space and/or existing sports and recreational land. In addition, the golf course land has not, in the emerging Local Plan, or in the current 2007 Core Strategy Development Plan Document, been allocated as specific 'open space' land.</p> <p>SCDC and Highways England therefore agree (as set out in the Statement of Common Ground between them) that, based on SCDC's assessment of the need for recreation and open space land in its administrative area, Highways England's acquisition of the golf course land for the scheme would not result in a loss of open space or recreational land.</p> <p>In this context, SCDC agrees that Highways England's proposal to acquire the golf course land is in</p>

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		<p>existing A14 at Bar Hill. This land is required to facilitate highway drainage in connection with the widening of the existing A14. It is land along the perimeter boundary of the golf course (adjacent to the existing A14) and as it does not comprise any part of the practice area, tees, fairways or greens of the golf course, its replacement would be unnecessary. As such, it comes within the exemptions to the statutory protections for open space land. Further explanatory detail regarding the effect of the scheme on common land and open space land (as outlined above) is provided in the Statement of Reasons (application document ref 4.1) at section 11.</p>		<p>compliance with paragraph 5.166 of the National Networks National Policy Statement and that the golf course land is not required to be protected from the proposed scheme to which Highways England's application for development consent relates.</p>
5.187	<p>Noise resulting from a proposed development can also have adverse impacts on wildlife and biodiversity. Noise effects of the proposed development on ecological receptors should be assessed in accordance with the Biodiversity and Geological Conservation section of this NPS.</p>	<p>Effects of impacts on wildlife and biodiversity from noise has been assessed in full in the Environmental Statement (document ref 6.1) Chapter 11 Nature conservation, in section 11.5 Impacts, mitigation and significance of effects.</p>		<p>As a result of Highways England's commitment to long term management of the borrow pits, as secured by the Borrow Pits Restoration and Aftercare Strategy (the final form of this document was submitted into the examination at Deadline 13 (Applicant reference: HE-A14-EX-207; PINS reference: REP13-027)) and the related requirement in Schedule 2 to the DCO, the scheme has no residual significant effects on wildlife and</p>

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5.189	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> • a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. • identification of noise sensitive premises and noise sensitive areas that may be affected. • the characteristics of the existing noise environment. • a prediction on how the noise environment will change with 	<p>Environmental Statement (document ref 6.1) Chapter 14 Sound Noise and Vibration - The assessment has been in accordance with DMRB, HD213/11 which covers the various aspects required by NPS NN 5.189. Specifically, the assessment covers daytime and night-time periods using Calculation of Road Traffic Noise prediction modelling for the scheme operation. Sensitive receptors have been identified using Ordnance Survey address data supplemented by consultation responses and on-site observation. The characteristics of the existing environment are described in Chapter 14 and Appendix 14.2. Construction and operation noise have been assessed, for day/evening/night as appropriate to the sources. The effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas are assessed in Chapter 14 and Appendices 14.4, 14.5 and 14.6 and illustrated in Figures 14.3-14.7. 14.2.7. Assessment of operational noise change uses a comparison of traffic data projected with and without the scheme, both in the opening year (2020), and in the future</p>	<p>Since submitting the Development Consent Order (DCO) application Highways England has continued to consider how best to mitigate the adverse impacts and to enhance the benefits of the scheme at residential areas. In particular, Highways England has considered the engineering and financial implications of using new higher performance road surface specifications and/or additional noise barriers to reduce traffic noise levels, all in the context of continuing to meet the requirements of the NPSNN, namely that Best Available Techniques (NPSNN 5.189) are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life. The on-going consideration of mitigation has identified that there is a strong sustainability case for providing lengths of very low noise surfacing (vLNS) as</p>	<p>biodiversity,</p> <p>Since submitting the deadline 9 submission (PINS REP9-019) Highways England has continued to consider how best to mitigate the adverse impacts of the scheme and to enhance the benefits of the scheme at residential areas that are already exposed to high levels of road traffic noise. In particular, it has considered the engineering and financial implications of using higher performance road surfaces to reduce traffic noise levels, all in the context of meeting the requirements of the National Policy Statement for National Networks, namely that Best Available Techniques are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life.</p> <p>Following a detailed review, in addition to the mitigation identified in the Environmental Statement, Highways England</p>

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	<p>the proposed development:</p> <ul style="list-style-type: none"> o In the shorter term such as during the construction period; o in the longer term during the operating life of the infrastructure; o at particular times of the day, evening and night as appropriate. <ul style="list-style-type: none"> • an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. • measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. • the nature and extent of the noise assessment should be proportionate to the likely noise impact. 	<p>assessment year (2035), i.e. the year of maximum projected traffic flow within 15 years of opening. The following scenarios have been considered:</p> <ul style="list-style-type: none"> • existing environment (2014); • baseline year (2016); • do-minimum (without the scheme) in the opening year (2020); • do-minimum (without the scheme) in the future assessment year (2035); • do-something (with the scheme) in the opening year (2020); and • do-something (with the scheme) in the future assessment year (2035). <p>To simplify reporting the assessment has focused on the long term noise effects (i.e. with-scheme 2035 vs without-scheme 2020) as required by DMRB HD213/11 (Highways England et al., 2011). The do-minimum 2035 was also considered to ensure that any significant effects identified were not a consequence of traffic growth.</p> <p>Mitigation of significant effects of the base scheme is described for construction and operation in Chapter 14, Appendix 14.4 and 14.6. The assessment includes assessment of the effect of predicted changes in the noise environment on noise sensitive premises and noise sensitive areas.</p>	<p>part of the BAT noise mitigation solution at four locations and extensions to two noise barriers as follows:</p> <ul style="list-style-type: none"> 1) provide vLNS at four locations: Alconbury; Brampton; Girton and Orchard Park; and 2) extend the noise barriers at Alconbury and Girton. <p>The justification for this further mitigation and the context in which it came about, is set out in Highways England's Position Statement on Further Noise Mitigation (E/A14/EX/129) submitted at Deadline 8.</p>	<p>has committed to:</p> <ul style="list-style-type: none"> 1) provide Very Low Noise Surfacing at six locations: Alconbury; Brampton; Girton and Orchard Park (PINS REP8-023) and Bar Hill (PINS REP10-040) and an extension of Brampton north of Buckden Marina (Applicant reference HE/A14/EX/197, PINS REP13-019 and HE/A14/EX/212, PINS REP13-032); and 2) extend the noise barriers at Alconbury and Girton (REP8-023).

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		With reference to the policy and guidance itemised in response to 5.172 it is considered that the assessment is appropriate and proportionate.		
5.192	The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account.	Effects on wildlife/ecology including noise (and vibration) are described in the Environmental Statement Chapter 11 Nature Conservation (document ref 6.1) and Chapter 10 Landscape covers tranquillity.		As a result of Highways England's commitment to long term management of the borrow pits, as secured by the Borrow Pits Restoration and Aftercare Strategy (the final form of this document was submitted into the examination at Deadline 13 (Applicant reference: HE-A14-EX-207; PINS reference: REP13-027)) and the related requirement in Schedule 2 to the DCO, the scheme has no residual significant effects on wildlife and biodiversity.
5.195	The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development: • avoid significant adverse impacts on health and quality of life from noise as a result of the new development;	The assessment criteria for the Environmental Statement (document ref 6.1) Chapter 14 Sound Noise and Vibration have been In respect of this test, the key matters that have been central to the assessment of the A14 Improvement Scheme are: • Adverse effects on health and quality of life have been minimised by maximising on-site mitigation as far as is sustainable (second aim of 5.195), significant adverse effects on health and quality of life has	Since submitting the Development Consent Order (DCO) application Highways England has continued to consider how best to mitigate the adverse impacts and to enhance the benefits of the scheme at residential areas. In particular, Highways England has considered the engineering and financial implications of using new higher performance road	Since submitting the application Highways England has continued to consider how best to mitigate the adverse impacts of the scheme and to enhance the benefits of the scheme at residential areas that are already exposed to high levels of road traffic noise. In particular, it has considered the engineering and financial implications of using higher performance road surfaces

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	<ul style="list-style-type: none"> mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and contribute to improvements to health and quality of life through the effective management and control of noise, where possible. 	<p>been avoided by the combination of on-site and off-site mitigation (the first aim of 5.195)Noise insulation would be provided for qualifying properties close to construction activities where noise would otherwise be disruptive.</p> <p>When the scheme is operational, a small number of residential properties situated close to the scheme would qualify for noise insulation under the Government’s regulations. Noise insulation combined with mitigation integrated into the scheme would avoid any significant adverse impact on health and quality of life, consistent with Government noise policy. The Code of Construction Practice in Appendix 20.2 of the Environmental Statement defines the how best practicable means will be employed to minimise noise and how site specific noise controls would be agreed with the local authorities before construction is started. There would be around 330 dwellings with a minor adverse or greater noise impact when the road is operational. 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</p>	<p>surface specifications and/or additional noise barriers to reduce traffic noise levels, all in the context of continuing to meet the requirements of the NPSNN, namely that Best Available Techniques (NPSNN 5.189) are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life.</p> <p>The on-going consideration of mitigation has identified that there is a strong sustainability case for providing lengths of very low noise surfacing (vLNS) as part of the BAT noise mitigation solution at four locations and extensions to two noise barriers as follows: 1) provide vLNS at four locations: Alconbury; Brampton; Girton and Orchard Park; and 2) extend the noise barriers at Alconbury and Girton.</p> <p>The justification for this further mitigation and the context in</p>	<p>to reduce traffic noise levels, all in the context of meeting the requirements of the National Policy Statement for National Networks, namely that Best Available Techniques are considered to reduce noise impacts and for them to be implemented where they are sustainable (NPSNN 5.195) to minimise impacts on health and quality of life.</p> <p>Following a detailed review, in addition to the mitigation identified in the Environmental Statement, Highways England has committed to: 1) provide Very Low Noise Surfacing at six locations: Alconbury; Brampton; Buckden Marina; Bar Hill; Girton and Orchard Park; and 2) extend the noise barriers at Alconbury and Girton.</p> <p>The above changes result in beneficial impacts (i.e. noise decreases) at approximately 3,200 dwellings (Applicant reference EX/197, PINS REP13-</p>

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		<p>minimised by noise mitigation integrated into the scheme, in line with the aim of Government noise policy to minimise as far as sustainable adverse impact on health and quality of life. Mitigation measures designed into the scheme to reduce noise impacts during operation include careful design of the alignment and cuttings, the use of low noise road surfacing, landscaped earthworks and installation of noise fence barriers at a number of locations along the scheme. During operation, over 2,900 dwellings along the existing A14 corridor through Huntingdon, Godmanchester and Fenstanton and many sensitive non-residential facilities, including Hinchinbrooke Hospital, Stukeley Meadow Primary School and Hemingford Nursery School would benefit from noise reductions as a result of the scheme. These improvements would result mainly from the re-routeing traffic out of town and along the new bypass. Noise improvements also result from the provision of low noise road surfacing, 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 at a number of</p>	<p>which it came about, is set out in Highways England's Position Statement on Further Noise Mitigation (E/A14/EX/129) submitted at Deadline 8.</p>	<p>019).</p>

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		locations, particularly at Girton and Impington. These noise reductions are in line with the aim of Government noise policy (NPS NN 5.195) to improve health and quality of life, where possible.		
5.196	In determining an application, the Secretary of State should consider whether requirements are needed which specify that the mitigation measures put forward by the applicant are put in place to ensure that the noise levels from the project do not exceed those described in the assessment or any other estimates on which the decision was based.	Environmental Statement (document ref 6.1) Chapter 14 Sound, Noise and Vibration covers noise impacts during construction and operation and identifies appropriate mitigation where necessary. The general approach relating to construction is set out in Environmental Statement Appendix 20.2 Code of Construction Practice (document ref 6.3).	Highways England provided a new Requirement at Paragraph 12, Part 1 of Schedule 2 of the revised Draft DCO at deadline 4 in response to question 1.10.8 of the Examining Authority's first written questions. This requires Highways England to submit for approval, written details of noise mitigation measures to be constructed as part of the authorised development. If such measures materially differ from those identified in the environmental statement, evidence must be provided that they would not give rise to any materially new or materially worse adverse environmental effects from those reported in the environmental statement. The authorised development must be constructed in accordance with the approved details.	Highways England provided a new Requirement at Paragraph 12, Part 1 of Schedule 2 of the revised Draft DCO at deadline 4 in response to question 1.10.8 of the Examining Authority's first written questions. This requires Highways England to submit for approval, written details of noise mitigation measures to be constructed as part of the authorised development. If such measures materially differ from those identified in the environmental statement, evidence must be provided that they would not give rise to any materially new or materially worse adverse environmental effects from those reported in the environmental statement. The authorised development must be constructed in accordance with the approved details.

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				<p>This directly reflects the requirements of para 5.196 that requirements specify that mitigation is put in place. On a separate but related topic Highways England’s submission in Appendix 4 of Matters arising from Oral Submissions at the Issue Specific Hearings on Noise (EX/153, PINS REP10-037) reiterates why it is not practicable to confirm ES forecast outcomes using post scheme noise level monitoring. The Appendix also sets out the detailed design and monitoring regimes proposed for the scheme that, combined with existing legislation and regulations, will assure that the operational noise impact of the scheme is no worse than that reported in the ES (and hence why it is not necessary to undertake post scheme noise level monitoring).</p> <p>Highways England has provided further input in Comments on the Examining Authority’s draft Development Consent Order (EX/185, PINS REP12-007) to</p>

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				requirement 10 and 11, together with comments on proposed amendments to the DCO made by South Cambridgeshire District Council (Applicant ref: HE/A14/EX/234) .
5.200	Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.	The Important Areas in the scheme noise study area have been considered during the EIA process and as an integral part of the scheme, and are presented in Figure 14.1 Environmental Statement (document ref 6.2). For Important Areas in the on-line improvement sections of the scheme, the use of low noise road surfacing's has been included as Highways England would have completed installation of low noise surfacing's in these areas by 2021. Additionally earthworks and (fence) noise barriers have been considered as part of the EIA and included as appropriate. The Huntingdon Southern Bypass would mitigate noise at a number of the Important Areas on the A14.	Please refer to comment on paragraph 5.189.	As reported in Highways England's submission <i>Environmental Statement Chapter 14 Noise and Vibration – Updated Noise Tables</i> at deadline 13 (Applicant reference EX/197, PINS REP13-019) in consideration of the three aims of NPSNN 5.195 the updated study has identified that the scheme gives rise to either neutral or beneficial effects at Important Area, Alconbury (IA5153). The scheme provides beneficial noise reduction impacts at the following 22 Important Areas: <ul style="list-style-type: none"> • Brampton (north) (IA5151); • Stukeley Meadows, Huntingdon (IA6116); • Bliss Close, Huntingdon (IA5150); • Mill Common, Huntingdon (IA6185); • Waters Meet, Huntingdon (IA12131);

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				<ul style="list-style-type: none"> • Bridge Place, Huntingdon (IA5149); • Rectory Gardens/Cambridge Villas, Godmanchester (IA6115); • New Farm, Hemingford Abbot (IA5147); • Rectory Farm, Hemingford Abbot (IA11743); • Gore Tree Cottage, Hemingford Grey (IA5146); • The Cottages, Woolpack Farm, Hemingford Grey (IA11744); • Fenstanton (southern end) (IA5144); • Little Meadow and Woodhatch Farm, Ellington (IA5152); • Hill Farm Cottages, Lolworth (IA6114); • Rhadegund Cottages, Bar Hill (IA5140); • Crouchfield Villa, and Westdene at Hackers Fruit Farm, Dry Drayton (IA5139); • Catchall Farm cottages, Dry Drayton (IA5138); • Elm Grange/Grange Farm, Dry Drayton (IA6113). • Girtton (IA5043); • Woodhouse Farm, Impington (IA5044);

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				<ul style="list-style-type: none"> • Lone Tree Avenue, Impington (IA6109); and • Blackwell Caravan Park (IA5045). <p>See also Highways England's response to South Cambridgeshire District Council's submissions with respect to noise submitted at Deadline 14 (HE/A14/EX/234, PINS reference REP14-012).</p>