

From: [REDACTED]
To: [A14 Cambridge to Huntingdon](#)
Subject: A14 Cambridge to Huntingdon Improvement Scheme - Non Material Change to the DCO
Date: 27 January 2019 19:19:18

Ref: **APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:**

The A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016 No 547) (as corrected by the A14 Cambridge to Huntingdon Improvement Scheme Development Consent (Correction) Order 2017 (SI 2017/1121)) published 23/01/2019.

Dear Sir/Madam,

I write in regard to the DCO (Correction) published at <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a14-cambridge-to-huntingdon-improvement-scheme/?ipcsection=docs&stage=7&filter1=Non-Material+Change> and more specifically the noise assessment in the Application Statement.

Application Statement: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010018/TR010018-004548-1.%20Application%20Statement.pdf>

Appendix C to Application Statement (above) - Noise Assessment

Since the original application for the A14 works was approved, full planning consent was given for 150 residential dwellings to the East of the A14/A1 beside Brampton Village (Huntingdonshire District Council Planning Application ref: 16/00194/OUT). The new development sits between the A14 road construction, Dorling Way and Belle Isle Crescent, Brampton. During the planning application, noise mitigations were included in the plans based on previous noise assessments and road configurations.

The Noise Assessment supporting 16/00194/OUT concluded:-

4.6 Likely levels of external noise have been assessed against the BS 8233:2014 criteria for external amenity areas. The assessment result indicates that levels of sound in the majority of external amenity areas are predicted to be below the desirable upper criterion.

There are a minimal number of gardens predicted to exceed the desirable upper limit criterion. However, the number of gardens and level of exceedance is insignificant, particularly in the context of the close proximity of the development site to strategic transport network.

The assessment in Appendix C to the Application Statement does not make mention of any impacts to noise from sensor IDs 274 (Dorling Way) and 475 (Belle Isle Crescent) and does not recognise the noise encroachment on a new housing development of 150 dwellings. It quotes that only 34 locations have been impacted (Para C.4.8). Given that an increase of impact from 'Negligible' to 'Minor Adverse' has been noted with the areas around sensor IDs 1060 and 1062 (Throckmorton Drive and Sparrow Close respectively), I find it strange and somewhat concerning that sensor IDs 274 and 475 or indeed the ground between the A14 and those sensors has not been identified as being impacted from any change in traffic or noise.

I would have thought that some concern would have been given to the 150 dwellings which have been approved for build since the original A14 consent and the revised DCO (Correction)

application. Any noise impacts arisen from the change albeit marginal must be reviewed in either this DCO Correction or the planning application 16/00194/OUT to include amendments to any noise mitigations applied by the developer.

I dispute that the DCO (Correction) application has not factored in any impacts to the development approved since the last A14 approvals and the submission of this DCO (Correction).

Regards,

Gordon Gemmell

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