



HEARING AGENDA

Application by Highways England for an Order Granting Development Consent for the A428 Black Cat to Caxton Gibbet Improvements

Issue Specific Hearing 2 (ISH2)

Highways and Transport Matters

Date

Thursday 23 September 2021

Timings

Arrangements Conference: 09:30 am

Hearing Start Time: 10:00 am

Location

Virtual event on Microsoft Teams

Requested Attendees

1. Applicant
2. Bedford Borough Council (BBC)
3. Cambridgeshire County Council (CCC)
4. Central Bedfordshire Council (CBC)
5. Huntingdonshire District Council (HDC)
6. South Cambridgeshire District Council (SCDC)
7. East West Rail Company Limited (EWR)

In addition, the Examining Authority (ExA) welcomes involvement from all parties at ISH2. You were required to confirm attendance at ISH2 by Procedural Deadline C, Tuesday 31 August 2021.

Purpose of ISH2

The purpose of the ISH2 is to discuss those matters relating to highways and transport that the ExA consider merit further explanation and discussion among different parties at a Hearing. It is not intended to discuss all matters relating to highways and transport, some of which the ExA may pursue through further rounds of Written Questions. At ISH2, the ExA is looking to clarify and get views on matters relating to:

1. the need for the proposed development in light of the submissions at D1,
2. operational traffic effects on the local highway network;
3. proposed highway layouts and junction arrangements;
4. effects on Non-Motorised Users (NMUs);
5. the proposed Outline Construction Traffic Management Plan (OCTMP); and
6. matters relating to the draft Development Consent Order (DCO).



Documents

The ExA referred to several documents in the preparation of this agenda, and some of the documents that we will be referring to during the Hearing are listed here. These documents can be located using the Examination Library reference number in [] square brackets:

1. draft Development Consent Order (dDCO) [REP1-003];
2. Transport Assessment Part 1 & 2 [APP-241 & APP-242];
3. Transport Assessment Annex [APP-243];
4. Junction Modelling Technical Note REV-1 [REP1-030];
5. Works Plans Part 1 [APP-009] and Works Plans Part 2 [APP-010];
6. Environmental Statement (ES) Chapter 5 Air Quality [APP-074];
7. Outline Construction Traffic Management Plan [APP-244];
8. Road Investment Strategy 2 2020 – 2025;
9. CCC, HDC and SCDC joint Local Impact Report;
10. BBC Local Impact Report; and
11. CBC Local Impact Report.

AGENDA

The Hearing will start promptly at the indicated time of 10:00 am. All other times in the Agenda are indicative. The ExA will close the Hearing at 4:45 pm, or sooner if all relevant matters have been covered.

09:30 am Arrangements Conference

1. Registration by the Case Team

10:00 am Issue Specific Hearing 2 (session 1)

1. Welcome by Lead Member of the Examining Authority (ExA)
2. Procedure for running the virtual Issue Specific Hearing

3. Need for the Proposed Development

- a. Additional evidence, if any, given for the inclusion of the Proposed Development in Road Investment Strategy 2 2020-2025 that is not before the ExA?
- b. The reasoning for the revised Benefit Cost Ratio of the proposed development presented in Economic Sensitivity Test Technical Note – Rev 1 [REP-027]
 - i. Methodologies used to calculate the lifetime maintenance and construction costs of the Proposed Development; and



- ii. Methodology for calculating indirect tax revenues, including differences between current and future free-flowing travel.

4. Anticipated operational traffic effects on the surrounding highway network

- a. Traffic Modelling Methodology
 - i. Reasoning for concern of Local Highway Authorities (LHAs) regarding robustness of traffic modelling raised in Local Impact Reports
- b. Potential impacts at roads and junctions identified in CCC, HDC and SCDC Joint Local Impact Report including;
 - i. Great North Road, St Neots;
 - ii. Coton; and
 - iii. Caxton Gibbet.
- c. Whether the operation of the proposed development would ensure, as far as is reasonably practicable, the expeditious movement of traffic on the local highway network and LHAs' ability to fulfil their Network Management Duty

11:00 am **Break**

11:15 am **Issue Specific Hearing 2** (session 2)

5. Highway layouts and structures

- a. Approach of the Applicant to Departures from Standards (DfS) as referred to in Written Representation from CCC, HDC and SCDC [REP1-048]
- b. Approach to DfS at the tie in points with affected LHA side roads
- c. Discussion of specific proposed highway arrangements at
 - i. Potton Road realignment;
 - ii. Black Cat (to be discussed at ISH3);
 - iii. Toseland Road; and
 - iv. Caxton Gibbet services access.

6. Effects on Non-motorised Users (NMU)

- a. Approach adopted by Applicant regarding the provision for NMUs in relation to;
 - i. Accordance with the NPPS paragraphs 5.20, 5.215 and 5.216; and
 - ii. Equestrian provision, including effects of 'supressed demand' in surveys.
- b. The appropriateness of intended NMU infrastructure provision, if applicable including any intended design changes;



- i. At key junctions/ points along the proposed route, including Eltisley – Caxton Gibbet Junction link, Abbotsley FP1/17;
- ii. Along the existing A428;
- iii. At and along new local highway infrastructure, including Roxton Road Bridge, Barford Road Bridge, Potton Road Bridge, and Toseland Road; and
- iv. At locations outside of the proposed development limits.

12:45 pm Lunch Break

01:30 pm Issue Specific Hearing 2 (session 3)

7. Outline Construction Traffic Management Plan (Outline CTMP)

- a. Adequacy of the submitted Outline CTMP and whether future iterations are proposed during the examination period
- b. Anticipated frequency and timings of road closures affecting accessibility to the local highway network during construction
- c. Anticipated effects of construction traffic on local residents (as referred to in Local Authority LIRs and written submissions [REP1-048], [REP1-055]), particularly in and around;
 - i. Station Road, Tempsford;
 - ii. Sandy;
 - iii. Potton Road Junction; and
 - iv. Cambridge Road Junction.
- d. Anticipated re-routing of existing traffic across the local road network, likely effects and mitigation (as referred to in Local Authority LIRs and written submissions [REP1-048], [REP1-055]), particularly in;
 - i. Toseland
 - ii. Yelling
 - iii. Caxton
- e. Approach to securing the proposed mitigation of adherence to construction routes in the absence of formal enforcement
- f. Monitoring, including update on discussions around need for additional resource support in Local Authorities
- g. Anticipated effects of construction on the operation of the East Coast Mainline

03:00 pm Break

03:15 pm Issue Specific Hearing 2 (session 4)

8. Good Design



- a. Applicant to provide overview of further information that is likely to be made available at Deadline 3
- b. Views from Local Authorities and other Interested Parties if the further information could enable the assessment of the Proposed Development against policy requirements in the NPS NN, NPPF and local planning policies
- c. Applicant's proposed iterative design development process for detailed design (if consent is granted), and how that can be secured

9. Noise

- a. Applicant's justification for not undertaking previously intended noise surveys [APP-080, paragraph 11.3.11]
- b. Effectiveness of described potential temporary noise barriers during construction [APP-080, paragraph 11.8.4] in the absence of detailed design and whether further information will become available in the Examination
- c. Reasoning for not incorporating additional operational noise mitigation measures, including bunds and barriers. Clarification as to whether any other mitigation measures should be considered in light of CBC Written Representation [REP1-055]

10. Air Quality

- a. Air Quality effects in Sandy
- b. Evidence supporting need for air quality mitigation measures in Sandy as a result of the Proposed Development [REP1-055]

11. Draft Development Consent Order

- a. Pre-commencement
 - i. Comments on the definition of pre-commencement [REP1-022, Q1.7.2.1]
 - ii. Including further protection and approvals to the various in pre-commencement activities, in the First Iteration Environmental Management Plan (EMP) and Traffic management Plan
- b. Extents of land to be de-trunked, particularly near Croxton Park and whether all land meets requirements of being 'necessary for highways purposes' [REP1-048, paragraph 3.10]
- c. Article 9 – Limits of deviation
 - i. regard to accuracy of any changes to Public Rights of Way



- d. Clarification of the extent of future maintenance of highway assets by LHAs relating to S94 and S277 of the Highways Act 1980 [REP1-055, paragraph 6.22]
- e. Article 13 – Construction and maintenance of new, altered or diverted streets and other structures and Article 14 – Classification of roads, etc
 - i. Overview of the components of a 'Handover Plan' as referenced in responses to ExA's WQ1 [REP1-051, Q1.7.3.10, Q1.7.3.11]
 - ii. Update and progress on the legal agreement between the parties
- f. Discharging Authorities
 - i. The Applicant states that discharging authority for all requirements is the Secretary of State, following consultation with other bodies as appropriate, for example the relevant planning authority or relevant local highway authority [REP1-022, Q1.7.1.3]. Applicant to confirm.
 - ii. Local Authorities to comment
- g. Roles and responsibilities
 - i. Implications for the Applicant to accommodate Agricultural Liaison officer and Community Relations Manager in the First Iteration EMP
 - ii. Who would employ the Traffic Management Officer?

12. Procedural decisions, review of actions and next steps

13. Closing remarks

04:45 pm

Close of Issue Specific Hearing 2