

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 8

8.6 Statement of Common Ground with Cambridgeshire County
Council, South Cambridgeshire District Council and
Huntingdonshire District Council

Planning Act 2008

Rule 8(1)(e)

Infrastructure Planning (Examination Procedure) Rules 2010

February 2022

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

A428 Black Cat to Caxton Gibbet improvements Development Consent Order 202[]

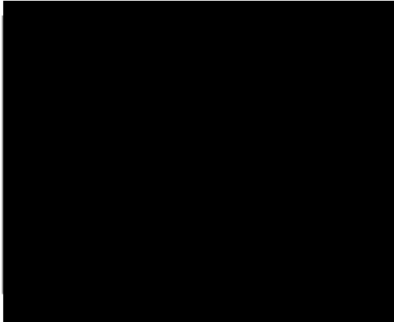
8.6 Statement of Common Ground with Cambridgeshire County Council, South Cambridgeshire District Council and Huntingdonshire District Council

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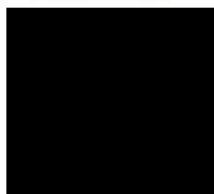
STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council.

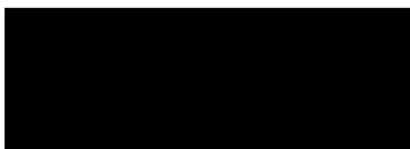


Signed.....
Lee Galloway
Project Director
on behalf of National Highways
Date: 15 February 2022

This joint statement has been approved by the Officers of Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council.



Signed
Steve Cox
Executive Director for Place and Economy
on behalf of Cambridgeshire County Council
Date: 15 February 2022



Signed

A428 Black Cat to Caxton Gibbet improvements
Statement of Common Ground with Cambridgeshire County Council,
South Cambridgeshire District Council and Huntingdonshire District Council

Clara Kerr
Strategic Growth Manager
on behalf of Huntingdonshire District Council
Date: 15 February 2022



Signed

Sharon Brown
Assistant Director, Delivery
Greater Cambridge Shared Planning Service on behalf of South Cambridgeshire District
Council
Date: 15 February 2022

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the A428 Black Cat to Caxton Gibbet improvements (the Scheme) made by National Highways Company Limited (National Highways) to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (the Order) under section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Order, if granted, would authorise National Highways to construct a new 10 mile (16km) dual 2-lane carriageway from the Black Cat roundabout to Caxton Gibbet roundabout and in addition approximately 1.8 miles (3km) of tie-in works. The Scheme includes the following components:
- a. A new three-level grade separated junction at Black Cat roundabout, with the A1 at the lower level, the new dual carriageway on the upper level and a roundabout between the two at approximately existing ground level. In addition to slip roads, a new free flowing link between the A421 eastbound carriageway and the A1 northbound carriageway will also be provided.
 - b. A new grade separated all movements junction will be constructed to the east of the existing Cambridge Road roundabout to provide access to the new dual carriageway and maintain access to the existing A428.
 - c. At the Caxton Gibbet roundabout, a new grade separated all movements junction will be constructed, incorporating the existing roundabout on the south side of the new dual carriageway and a new roundabout on the north side. The new dual carriageway will then tie-in to the existing A428 dual carriageway to the east of the new Caxton Gibbet junction.
 - d. In the vicinity of the new Black Cat junction, direct access onto the A1 from some local side roads and private premises will be closed for safety reasons. A new local road will provide an alternative route. The existing Roxton Road bridge will be demolished and replaced with a new structure to the west to accommodate the realigned A421.
 - e. New crossings will be constructed to enable the new dual carriageway to cross the River Great Ouse, East Coast Main Line railway, Barford Road, the B1046/Potton Road, Toseland Road and the existing A428 at Eltisley.
 - f. The existing A428 between St Neots and Caxton Gibbet will be de-trunked and retained for local traffic and public transport with maintenance responsibility transferred to the local highway authorities.
 - g. An alternative access will be provided to side roads at Chawston, Wyboston and Eltisley.

- h. There will be safer routes for walkers, cyclists, and horse riders.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the Examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) National Highways as The Applicant and (2) Cambridgeshire County Council (CCC), South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC).
- 1.2.2 National Highways (formerly known as Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of National Highways, including in respect of the Application, to be conferred upon or assumed by National Highways.
- 1.2.3 CCC, SCDC and HDC are prescribed consultees for this application under Sections 42(1)(a) and 56(2)(a) of the PA 2008.
- 1.2.4 Collectively National Highways and CCC, SCDC and HDC are referred to as 'the parties'.

1.3 Roles and Responsibilities

- 1.3.1 The below sets out the roles and responsibilities for each of the local authorities in relation to the issues raised as set out in Section 3:

Table 1-1 – Role and Responsibilities

Local Authority	Statutory Duty	Responsibility
Cambridgeshire County Council	Highways Authority	Protection and maintenance of all public roads and Public Rights of Way (PRoWs).
	Lead Local Flood Authority	Lead in managing local flood risks (i.e. risks of flooding from surface water, ground water and ordinary (smaller) watercourses)
	Minerals and Waste Planning Authority	Duty to plan for waste management and mineral provision.

Local Authority	Statutory Duty	Responsibility
South Cambridgeshire District Council and Huntingdonshire District Council	Local Planning Authority	All planning matters other than those projects which fall under the Planning Act 2008 (excluding or other “County” responsibilities); Tree Preservation Orders (TPO); Conservation Area Designations; declaration of Air Quality Management Areas (AQMAs); application of Local Landscape designations.
	Waste Collection Authority	Duty to arrange for the collection of household waste and, if requested, of commercial and industrial waste.

1.4 Terminology

1.4.1 In Section 3 of this SoCG:

- a. “Agreed” indicates where the issue has been resolved.
- b. “Not Agreed” indicates a final position.

1.4.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to CCC, SCDC and HDC’s representation and therefore have not been considered in this document. It is recognised, however, that engagement between both parties will need to continue due to their joint vested interest in the area of the Scheme.

2. Record of Engagement

- 2.1.1 The parties have been engaged in consultation since the pre-application period for the proposed development. A summary of the meetings and correspondence that has taken place between National Highways and CCC, HDC and SCDC in relation to the Application are outlined in **Table 2-1, Table 2-2 and Table 2-3**.
- 2.1.2 It is agreed that this is an accurate record of the key engagement and consultation undertaken between (1) National Highways and (2) CCC, HDC and SCDC in relation to the issues addressed in this SoCG.
- 2.1.3 The issues and matters highlighted in Section 3 of this SoCG summarise the key issues that have been identified in relation to a number of key areas of the DCO application.

3. Issues Raised

Table 3-1 – DCO and Legal Matters

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.1	Draft DCO Definitions	Draft Development Consent Order [APP-025]	<p>The draft DCO (dDCO) definitions are appropriate for the Scheme.</p> <p>The updated dDCO submitted by National Highways at Deadline 9 [REP9-004] seeks to implement outstanding comments by CCC, HDC and SCDC on the 'pre-commencement works' definition.</p>	<p>CCC, HDC and SCDC's minor comments on the definitions of 'pre-commencement works' are set out in REP8-028. All other definitions are agreed.</p> <p>CCC, HDC and SCDC understand that National Highways is submitting an updated draft of the DCO at Deadline 10 which: a) contains a new definition of bridlepath; and b) amends the definition of "pre-commencement work" from 'including' to read 'comprising' and adds an additional limb to this definition for activities that</p>	Agreed, subject to the submission of the updated dDCO.	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				are not likely to have significant effects on the environment.		
1.2	Draft DCO Articles/powers sought	Draft Development Consent Order [APP-025]	<p>The articles and schedules in the dDCO contain those powers required by National Highways to deliver the Scheme. The powers sought are appropriate for the Scheme.</p> <p>National Highways response to the position in [REP3-039] is set out in [REP4-036].</p> <p>National Highways response to the position in [REP8-028] is set out in [REP9-026].</p> <p>National Highways response to the position in [REP9-043] is set out in [TR010044/EXAM/9.120].</p>	<p>CCC, HDC and SCDC's position is set out at REP8-028 and REP9-043.</p> <p>CCC, HDC and SCDC are reviewing the latest dDCO submitted at Deadline 9 [REP9-005]. Further comments have been provided at Deadline 10. CCC, HDC and SCDC understand that National Highways is submitting an updated draft of the DCO at Deadline 10 which: a) contains a new definition of bridlepath and makes consequential amendments to Articles 14(7) and 14(17) as well as to Schedules 3 and 4; and b) includes further clarificatory wording</p>	Agreed, subject to the submission of the updated draft DCO.	15/02/22

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				as to when the deemed consent timescales will run under Articles 15 and 17.		
1.3	Draft DCO Requirements	Draft Development Consent Order [APP-025]	<p>The requirements set out in Part 1 of Schedule 2 of the dDCO are appropriate and provide a suitable framework for securing the necessary and relevant environmental mitigation measures and other environmental control measures.</p> <p>The procedures for discharge requirements as set out in Part 2 of Schedule 2 of the dDCO are appropriate and satisfactorily involve Cambridgeshire County Council (CCC), Huntingdonshire District Council (HDC) and South Cambridgeshire District Council (SCDC).</p> <p>National Highways response to the position in [REP3-039] is set out in [REP4-036].</p>	<p>CCC, HDC and SCDC consider the following Requirements ought to be included in the DCO:</p> <p>(a) The Councils are not satisfied that the biodiversity net gain calculation results in a conclusion of “no net loss” and therefore request that a requirement in relation to biodiversity offsetting is included. The draft Requirement is set out at pages 3 and 4 of the Councils’ - Comments on responses to ExA’s Third Written Questions (WQ3) [REP9-044].</p> <p>(b) The Councils have submitted draft</p>	Not agreed.	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>National Highways response to the position in [REP8-028] is set out in [REP9-026].</p> <p>National Highways response to the position in [REP9-043] is set out in [TR010044/EXAM/9.120].</p>	<p>Requirements setting out the contents of, and locations for, a Construction Phase Monitor and Manage Scheme and an Operational Phase Monitor and Manage Scheme, which are set out in REP8-028. Through discussions with NH, the Councils are content that the locations for operational monitoring will be as per the relevant requirement in the latest dDCO [REP9-004] and the Councils understand that NH is updating the OCTMP with agreed locations for construction monitoring and a methodology to determine any further locations. In all other respects the Councils'</p>		

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				position remains as in [REP6-074].		
1.4	Draft DCO Definition of 'commence'	Draft Development Consent Order [APP-025]	<p>The activities excluded from the definition of commence are appropriate for this Scheme. National Highways has submitted at Deadline 4 a Pre-commencement Plan [REP6-028].</p> <p>A definition for 'pre-commencement work' was added into the dDCO at Deadline 4. This has been modified to meet CCC's requests for further amendment in the dDCO submitted at Deadline 9.</p> <p>National Highways response to the position in [REP8-028] is set out in [REP9-026].</p> <p>The updated dDCO submitted by National Highways at Deadline 9 [REP9-004] seeks to implement outstanding comments by CCC,</p>	<p>CCC, HDC and SCDC have a minor comment on the definition of 'pre-commencement work' as set out in REP8-028. NH's amendment in REP9-005 is not agreed as the word 'including' is not prescriptive.</p> <p>CCC, HDC and SCDC understand that National Highways is submitting an updated draft of the DCO at Deadline 10 which amends 'including' to read 'comprising' and adds an additional limb to this definition for activities that are not likely to have significant effects on the environment.</p>	Agreed, subject to the submission of the updated draft DCO.	15/02/22

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			HDC and SCDC on the 'pre-commencement works' definition. National Highways has amended 'including' to read 'comprising' in the dDCO submitted at Deadline 10 [TR010044/APP/3.1]. National Highways has also added an additional limb to this definition for activities that are not likely to have significant effects on the environment.			
1.5	Draft DCO Article 3 (2)(a) why does 'a water discharge activity' need to be excluded?	Draft Development Consent Order [APP-025]	Reference to 'water discharge activity' has been removed from the dDCO submitted at Deadline 4 [REP4-006].		Agreed	06/12/2021
1.6	Draft DCO Article 9 – Limits of Deviation	Draft Development Consent Order [APP-025]	National Highways considers that the sign off by the Secretary of State is sufficient for the purposes of any deviation in excess of the limits and it is not necessary for it	CCC, HDC and SCDC position is set out in REP8-028 and in the response to Q4.3.5 in REP9-043.	Agreed, subject to conclusion of the legal agreement.	15/02/22

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			<p>to be to the satisfaction of the local highway authority.</p> <p>Nevertheless National Highways included in its updated dDCO submitted at Deadline 4 [REP4-006] additional wording to make the relevant highway authority a consultee in respect of elements comprising highways other than a special road or trunk road. National Highways notes the ExA supports National Highways' position on this matter, as stated at part (e) of Q4.3.5.1 in the ExA's schedule of proposed changes to the dDCO [PD-015].</p> <p>National Highways response to the position in [REP8-028] is set out in [REP9-026].</p> <p>National Highways response to the position in [REP9-043] is set out in [TR010044/EXAM/9.120].</p>	<p>CCC, HDC and SCDC no longer insist on this point, following further negotiation of the legal agreement, which is expected to provide for LHA approval of the route and design of new highways.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.7	Draft DCO Article 9 – Limits of Deviation	Draft Development Consent Order [APP-025]	<p>Article 9 has been updated in the dDCO submitted at Deadline 4 [REP4-006] to confirm that limits of deviation will apply to the Streets, Rights of Way and Access plans.</p> <p>In response to comments made by the ExA and CCC, updated Streets, Rights of Way and Access Plans were submitted at Deadline 9 [REP9-002] with reduced limits of deviation for the new and improved public rights of way.</p> <p>National Highways has maintained a consistent position that deviations cannot be subject to local highway authority approval. This position is reflected in [TR010044/EXAM/9.120].</p> <p>Discussions are ongoing between National Highways and CCC indicating a solution may be achievable via the legal</p>	<p>CCC, HDC and SCDC welcome the confirmation from National Highways that limits of deviation will apply to the Streets, Rights of Way and Access plans. However, CCC, HDC and SCDC disagree with National Highways on the extent of those limits of deviation. CCC, HDC and SCDC's position is set out at REP5-020. Given the ramifications of deviating local roads or PROW on CCC in terms of functionality and costs, CCC maintains its position that such deviations must be subject to its approval. At recent discussions this appeared to be acceptable to NH's representatives.</p>	Agreed, subject to the conclusion of the legal agreement	15/02/22

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			agreement which avoids any amendments to the current wording of Article 9.	<p>CCC's position is set out in REP8-028 and in the response to Q4.3.5 in REP9-043.</p> <p>CCC, HDC and SCDC no longer insist on this point, following further negotiation of the legal agreement, which is expected to provide for LHA approval of the route and design of new highways.</p>		
1.8	Draft DCO Article 13 – construction and maintenance of new, altered or diverted streets and other structures	Draft Development Consent Order [APP-025]	<p>Amendments have been made to the dDCO submitted at Deadline 9 [REP9-004] to incorporate certification into the dDCO.</p> <p>For the reasons set out in [REP9-024], National Highways considers it is a fundamental public law principle for a local authority to act reasonably and it is entirely inappropriate, therefore,</p>	<p>CCC, HDC and SCDC welcome the inclusion of the suggested amendments in REP8-028.</p> <p>In respect of the obligation for the Councils to act reasonably, the Councils acknowledge the points made by NH that (a) the Councils are public authorities and therefore obliged to act reasonably in</p>	Agreed, subject to conclusion of the legal agreement	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>that a local authority should act in any other way.</p> <p>As noted by the Councils the draft legal agreement aims to set out an agreed process through detailed design and handover of local roads. Following further discussions since Deadline 9 National Highways considers further agreement in principle has been reached and has issued revisions to the relevant parts of the legal agreement for CCC's approval.</p>	<p>any event; and (b) the comparison between the wording of the dDCO with previously made DCOs may create ambiguity as to the obligation on the Councils to act reasonably. Therefore the Councils would not resist the reinsertion of "reasonable" in this context.</p> <p>If the legal agreement between NH and the Councils is concluded satisfactorily and sets out agreed standards for new highways, a process for the approval of the detailed design and a handover process to ensure construction against those standards and approved design, then this article can be considered agreed. Such matters are now</p>		

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				agreed in principle for the agreement, subject to final confirmation on the text of the standards.		
1.9	Draft DCO Article 13 – construction and maintenance of new, altered or diverted streets and other structures	Draft Development Consent Order [APP-025]	Deletion of the word 'reasonable' in Article 13(1) is an unnecessary change. Reference to 'reasonable' reflects how the local highway authority must behave in any event. National Highways position regarding retention of the word 'reasonable' is contained within National Highways comments on the ExA's Proposed Schedule of Changes to the draft Development Consent Order [REP9-024].	See above.	Agreed	15/02/22
1.10	Draft DCO Article 13 – construction and maintenance of new, altered or diverted streets	Draft Development Consent Order [APP-025]	As this stage, inclusion of the words 'along a vehicular private means of access' in Article 13(3) is not agreed. In any event, Article 13(3) has now been deleted.	See above – (art.13(3) has now been deleted by NH in REP9-004).	Agreed	

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	and other structures					
1.11	Draft DCO Article 13 – construction and maintenance of new, altered or diverted streets and other structures	Draft Development Consent Order [APP-025]	National Highways will be responsible for the maintenance of bridges that share a private access track and public right of way. This amendment is set out in the dDCO submitted at Deadline 6 [REP6-003] .	See above.	Agreed	15/02/2022
1.12	Draft DCO Article 13 – construction and maintenance of new, altered or diverted streets and other structures	Draft Development Consent Order [APP-025]	The change to the maintenance period from 12 months to 24 months as sought in Article 13(11) is unnecessary and is longer than would otherwise be provided for under a highway agreement with a local highway authority.		Agreed	20/10/21

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1.13	Draft DCO Article 14(7) – classification of roads	Draft Development Consent Order [APP-025]	National Highways considers that Article 14(7) is appropriately placed in Article 14 and should not be moved to Article 13 as it provides the classification of the footpaths, cycle tracks, footways and bridleways once they are constructed and open for use.		Agreed	
1.14	Draft DCO Article 14(8) and 14(9) – classification of roads	Draft Development Consent Order [APP-025]	National Highways does not accept the amendments sought by CCC to impose an obligation on National Highways to agree the date of de-trunking. While National Highways is of the view that the timing of the de-trunking is sufficiently governed by the legal agreement the dDCO submitted at Deadline 6 [REP6-003] includes a requirement that the de-trunking date will be approved by the Secretary of State following consultation with the relevant local highway authority. This will ensure	CCC notes the position of NH but given the significance of de-trunking and the importance of ensuring that the assets received are in a fit state, CCC maintains its position that CCC's agreement as LHA must be sought to confirm that the de-trunked road meets the satisfactory standard. If the legal agreement between NH and the Councils provides that the de-trunking date is to be agreed between the	Agreed – subject to provision in the legal agreement	15.02.22

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			<p>that National Highways is unable to, using the powers in the Order, determine the de-trunking date without approval from the Secretary of State.</p> <p>Amendments have been made to the dDCO submitted at Deadline 9 [REP9-004] to articles 14(7) and 14(9) to meet those of CCC's proposed amendments, which National Highways is capable of agreeing and remain in the dDCO submitted at Deadline 10 [TR010044/APP/3.1].</p> <p>National Highways response to the position in [REP9-043] is set out in [TR010044/EXAM/9.120].</p> <p>National Highways notes discussions are ongoing in respect of the standards for de-trunked roads including an alternate process should the standards not be agreed prior to completion of the legal</p>	<p>parties, that NH cannot propose a de-trunking date to the Secretary of State without the approval of that date by CCC and the agreement is concluded satisfactorily, CCC is content to accept NH's proposed wording at Article 14. CCC understands that this is acceptable in principle to NH..</p>		

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			agreement. In the absence of agreement National Highways maintains its view that article 14(9) in the dDCO submitted at Deadline 10 [TR010044/APP/3.1] provides sufficient comfort that the de-trunked highways will be of an appropriate standard.			
1.15	Draft DCO Article 15(2) Power to alter layout etc of streets	Draft Development Consent Order [APP-025]	The change to the maintenance period from 12 months to 24 months as sought in Article 15(2) is unnecessary and is longer than would otherwise be provided for under a highway agreement with a local highway authority.	As noted in [REP8-028], CCC maintains the need to make provision regarding snagging items in the legal agreement.	Agreed - subject to provision in the legal agreement.	15.02.22
1.16	Draft DCO Article 15(3) Power to alter layout etc of streets	Draft Development Consent Order [APP-025]	The removal of a timeframe within which the street authority must provide a decision is not appropriate for a Scheme of this size and complexity and has the potential to indefinitely delay progress on the Scheme.	There must be an acknowledgement that where further information is provided, CCC may need further time to consider that. CCC's position is as per [REP8-028].	Agreed, subject to the submission of the updated dDCO.	15.02.22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			National Highways has amended Article 15(4) to facilitate a process for the request of further information by the street authority in the dDCO submitted at Deadline 10 [TR010044/APP/3.1].	CCC understands that NH intends to submit an updated draft of the DCO at Deadline 10 which addresses this matter.		
1.17	Draft DCO Article 17(6) Temporary alteration, diversion, prohibition and restriction of the use of streets	Draft Development Consent Order [APP-025]	National Highways has amended Article 17(6) to facilitate a process for the request of further information by the street authority in the dDCO submitted at Deadline 10 [TR010044/APP/3.1].	See above.	Agreed, subject to the submission of the updated dDCO.	15.02.22
1.18	Draft DCO Article 18 – permanent stopping up and restriction of use of streets and private means of access	Draft Development Consent Order [APP-025]	National Highways has amended Article 18 to include specific reference to the limits of deviation. This amendment is set out in the dDCO submitted at Deadline 6 [REP6-003] and further amendment has been set out in		Agreed	

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			the dDCO submitted at Deadline 9 [REP9-004].			
1.19	Article 21 (Discharge of Water)	Draft Development Consent Order [APP-025]	The addition of a new paragraph (8) within Article 21 is unnecessary as National Highways is no longer seeking to disapply the need for a water discharge permit.		Agreed	06/12/21
1.20	Article 29 (Public Rights of Way)	Draft Development Consent Order [APP-025]	The amendments sought by CCC in order to tie Article 29 to Article 18 have been incorporated into the dDCO submitted at Deadline 4 [REP4-006] and are reflected in the latest dDCO submitted at Deadline 9 [REP9-004].		Agreed	20/10/21
1.21	Article 39 (Rights under of over streets)	Draft Development Consent Order [APP-025]	The amendment sought by CCC to insert the requirement for at least 28 days advance notice has been accepted by National Highways and incorporated in the dDCO at Deadline 9 [REP9-004].		Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.22	Article 45 (Felling or lopping of trees and removal of hedgerows)	Draft Development Consent Order [APP-025]	The amendment sought by CCC to Article 45(1) to clarify the distinction between Articles 45 and 46 is accepted and is reflected in the dDCO submitted at Deadline 4 [REP4-006].		Agreed	06/12/21
1.23	Article 45 (Felling or lopping of trees and removal of hedgerows)	Draft Development Consent Order [APP-025] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4] Pre-commencement Plan - Rev 3 [REP8-008]	The amendment sought by CCC to Article 45(2)(d) to refer to specific British Standards has been moved to the EMP [REP9-009] [REP9-010] and the Pre-Commencement Plan [REP8-008] and is not included in the DCO drafting.		Agreed	06/12/21
1.24	Article 45 (Felling or lopping of trees)	Draft Development Consent Order [APP-025]	The amendment sought by CCC to Article 45(4) to provide an approval role to the local planning authority has been amended to provide a consultation role.		Agreed	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	and removal of hedgerows)		National Highways response to the position in [REP8-028] is set out in [REP9-026].			
1.25	Article 46 (Trees subject to tree preservation orders)	Draft Development Consent Order [APP-025] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4] Pre-commencement Plan - Rev 3 [REP8-008]	The amendment sought by CCC to Article 46(1)(d) to include reference to British Standards and the requirement to have regard to advice from the LPA has been moved to the First Iteration EMP [REP9-009] [REP9-010] [TR010044/APP/6.8v4] and the Pre-Commencement Plan [REP8-008] and is not included in the DCO drafting.	The Councils are content that these references are secured in the First Iteration EMP and the Pre-Commencement Plan.	Agreed	15/02/22
1.26	Schedule 1 (Requirements) Part 2 (Ancillary Works)	Draft Development Consent Order [APP-025]	The amendment sought by CCC to limit these works to the River Great Ouse is unnecessary as the nature of the works is in themselves limiting.	Given the limited importance of this point to CCC, HDC and SCDC they do not pursue it further.	Agreed	

1.27	<p>Schedule 2 (Requirements) Part 1 (Requirements) Further Requirements</p>	<p>Draft Development Consent Order [APP-025]</p> <p>First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4]</p> <p>Borrow Pits Excavation and Restoration Report [REP3-011]</p>	<p>CCC has requested that a separate requirement is included to deal with the borrow pit restoration. However, National Highways has submitted at Deadline 6 and 9 a revised First Iteration EMP which now includes a Borrow Pit Management Plan [REP9-009] [REP9-010]. An update to the First Iteration EMP was also made at Deadline 10 [TR010044/APP/6.8v4]. Therefore, a separate requirement dealing with the restoration of borrow pits is not necessary.</p> <p>National Highways position regarding borrow pit restoration is contained within National Highways comments on submissions received at Deadline 8 [REP9-026].</p> <p>Where the Borrow Pits Excavation and Restoration Report [REP3-011] contains relevant management information, this has been included in the Borrow Pits Management Plan, which is already secured in the DCO through Requirement 3. Accordingly, it is not necessary to</p>	<p>The Councils are content in principle that the Borrow Pits Excavation and Restoration Report is secured through the Borrow Pit Management Plan in the First Iteration EMP. This is without prejudice to the Councils' comments on the content of the Borrow Pit Management Plan.</p>	<p>Agreed, subject to comments on the Borrow Pit Management Plan.</p>	
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Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			secure the Borrow Pits Excavation and Restoration Report.			
1.28	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 1 (Interpretation)	Draft Development Consent Order [APP-025] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4]	Reference to the First Iteration EMP [REP9-009] [REP9-010] [TR010044/APP/6.8v4] has been added to the definition of Clerk of Works as requested by CCC in the dDCO submitted at Deadline 6 [REP6-003].		Agreed	
1.29	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 1 (Interpretation)	Draft Development Consent Order [APP-025]	Reference to ensuring the Second and Third Iteration EMPs are available in electronic form suitable for inspection by members of the public is unnecessary given Requirement 24 (Register of Requirements) which states that National Highways must maintain a register of requirements and that register must include an electronic link to any document containing any approved details. As the Second and Third Iteration EMPs are	CCC, HDC and SCDC position is set out in [REP8-028]. CCC, HDC and SCDC note that requirement 24 only requires the register to be maintained for a period of 3 years following completion. There is an obligation on the local planning authorities to maintain public planning registers	Not agreed	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			approved documents they will be included in the register.	indefinitely for much smaller scale proposals.		
1.30	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 6 (Landscaping)	Draft Development Consent Order [APP-025]	CCC have included a requirement that the local highway authority should be consulted on landscaping and this has been incorporated into the dDCO submitted at Deadline 4 [REP4-006].		Agreed	06/12/21
1.31	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 6 (Landscaping)	Draft Development Consent Order [APP-025] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4] Borrow Pits Excavation and Restoration Report [REP3-011]	CCC has sought an amendment to insert a requirement for adequate protection measures to be applied to trees and vegetation. Reference to the relevant Code of Practice is included within the relevant section of the First Iteration EMP, for example the Borrow Pit Management Plan and wider soil management plans [REP9-009] [REP9-010].	The Councils are content in principle that the Borrow Pits Excavation and Restoration Report is secured through the Borrow Pit Management Plan in the First Iteration EMP. This is without prejudice to the Councils' comments on the content of the Borrow Pit Management Plan.	Agreed, subject to comments on the Borrow Pit Management Plan.	06/12/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>National Highways position regarding borrow pit restoration is contained within National Highways comments on submissions received at Deadline 8 [REP9-026].</p> <p>Where the Borrow Pits Excavation and Restoration Report [REP3-011] contains relevant management information, this has been included in the Borrow Pits Management Plan, which is already secured in the DCO through Requirement 3. Accordingly, it is not necessary to secure the Borrow Pits Excavation and Restoration Report.</p>			
1.32	Schedule 2 (Requirements) Part 1 (Requirements)	Draft Development Consent Order [APP-025] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-	The role of the Ecological Clerk of Works (defined in the First Iteration EMP [REP9-009] [REP9-010] [TR010044/APP/6.8v4]) has been questioned by CCC and clarified by National Highways.		Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	Requirement 10 (Protected Species)	010] and Deadline 10 [TR010044/APP/6.8v4]				
1.33	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 11 (Traffic Management)	Draft Development Consent Order [APP-025] Outline Construction Traffic Management Plan (Clean) - Rev 4 [REP9-011]	CCC have questioned how the 'illustrative' aspects of the timings of road closures set out in the outline construction traffic management plan [REP9-011] will translate through to the specifics of the traffic management plan and how the local highway authority will be involved in that process. The traffic management plan must provide for sufficient advance notice to be given to the local highway authority.	The Councils do not disagree with the wording of Requirement 11. That is without prejudice to the Councils comments on the revised OCTMP [REP9-012], submitted at Deadline 10.	Agreed	
1.34	Schedule 2 (Requirements) Part 1 (Requirements)	Draft Development Consent Order [APP-025] Scheme Design Approach and Design Principles - Rev 3 [REP9-015]	National Highways has amended Requirement 12 to include reference to the Scheme Design Approach and Design Principles document [REP9-015]. This amendment is set out in the	The Councils made further submissions on Requirement 12 in response to the ExA's comments on the draft DCO in [REP9-043]. These reflect the Councils' long-standing position regarding	Agreed, subject to conclusion of the legal agreement	15.02.22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	Requirement 12 (Detailed Design)		<p>dDCO submitted at Deadline 6 [REP6-003].</p> <p>National Highways position regarding detailed design is contained within Applicant's Comments on the ExA's Proposed Schedule of Changes to the draft Development Consent Order [APP-025].</p> <p>The mater of detailed design remains subject to ongoing discussions between National Highways and CCC as part of the legal agreement negotiated and National Highways has recently proposed amended wording for CCC's approval which, if accepted, National Highways considers will resolve CCC's concern over the wording of this requirement.</p>	<p>the role of the LPAs and the LHA in the approval of detailed design.</p> <p>CCC, HDC and SCDC no longer insist on this point, following further negotiation of the legal agreement, which is expected to provide for LHA approval of the route and design of new highways.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.35	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 19 (Construction Hours)	Draft Development Consent Order [APP-025]	The timing for construction hours as set out in the dDCO is appropriate for a Scheme of this nature. Amendments have been made to the dDCO submitted at Deadline 9 [REP9-004] and a further amendment at Deadline 10 [TR010044/APP/3.1] in line with discussions between National Highways and CCC.	The Councils require that daily start up and shut down activity is excluded from Requirement 19(2), with start up and shut down activity taking place within the timings stated in Requirement 19(1). The Councils understand that this point was agreed in technical meetings.	Agreed	20/10/21
1.36	Schedule 2 (Requirements) Part 1 (Requirements) Requirement 20 (Bio-Diversity Pre-Commencement Plan)	Draft Development Consent Order [APP-025] Pre-commencement Plan - Rev 3 [REP8-008] Biodiversity pre-commencement plan - Rev 2 [REP8-004]	This requirement has been updated to refer to the Pre-Commencement Plan [REP8-008] submitted at Deadline 4 which will sit alongside the Biodiversity Pre-Commencement Plan [REP8-004].		Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.37	Draft DCO Requirements Traffic Monitoring Construction Phase	Draft Development Consent Order [APP-025] First Iteration Environmental Management Plan [APP-234] (see also version 2 submitted to Examination at Deadline 6, version 3 at Deadline 9 [REP9-009] and version 4 at Deadline 10 [TR010044/APP/6.8v4]) Outline Construction Traffic Management Plan [APP-182]	National Highways has submitted the Monitor and Manage Technical Note at Deadline 6 [REP6-041], response to ExA's third written questions [REP8-014], together with a position statement on construction phase monitoring [REP9-036] which provides further detail in relation to the monitor and manage approach for the Scheme. The position statement [REP9-036] has been updated to address comments received, the increase in scope has been consulted upon and will be resubmitted at Deadline 10. LHA's required to provide evidence regarding sites they consider sensitive.	The Councils have submitted a draft Requirement setting out the contents of, and locations for, a Construction Phase Monitor and Manage Scheme, which is set out in REP8-028. Through discussions with NH, the Councils understand that NH is updating the OCTMP with agreed locations for construction monitoring and a methodology to determine any further locations. In all other respects the Councils' position remains as in [REP6-074].	Not agreed.	15.02.22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
1.38	Draft DCO Requirements Traffic Monitoring Operational Phase	Draft Development Consent Order [APP-025] First Iteration Environmental Management Plan [APP-234] (see also version 2 submitted to Examination at Deadline 6, version 3 at Deadline 9 [REP9-009] and at Deadline 10 [TR010044/APP/6.8v4])	National Highways has submitted the Monitor and Manage Technical Note at Deadline 6 [REP6-041], response to ExA's third written questions [REP8-014], together with a position statement on operational phase monitoring [REP9-034] which provides further detail in relation to the monitor and manage approach for the Scheme. National Highways has also added a new Requirement 22 into the dDCO at Deadline 9 [REP9-004], which secures operational monitoring as appropriate. This will be updated to more closely reflect application of GEART guidelines.	The Councils have submitted a draft Requirement setting out the contents of, and locations for, an Operational Phase Monitor and Manage Scheme, which is set out in REP8-028. Through discussions with NH, the Councils are content that the locations for operational monitoring will be as per the relevant requirement in the latest dDCO [REP9-004] In all other respects the Councils' position remains as in [REP6-074].	Not agreed	15/02/22
1.39	Schedule 3 (Classification of Roads)		The amendment sought by CCC that the widths of public rights of way are included in the Order is not necessary as the extent of	CCC, HDC and SCDC position is set out in REP3-039 and reiterated in REP5-020. These	Agreed	15/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	Part 7 (Footpaths, Cycle Tracks, Footways and Bridleways)		public rights of way to be transferred to the local highway authority will be addressed within the legal agreement. National Highways position can be found in its response to REP1-048bc at [REP3-008] .	comments are not limited to the widths of public rights of way. In light of the inclusion of Article 14(17), CCC, HDC and SCDC no longer insist on this point.		
1.40	Draft DCO Protective Provisions	Draft Development Consent Order [APP-025]	The protective provisions, as set out in Part 3 of Schedule 9 of the dDCO, that are relevant to CCC relate to its role as the Lead Local Flood Authority (LLFA). The protective provisions are appropriate for the protection of ordinary watercourses. National Highways response to the position in REP3-039 is set out in [REP4-036] . National Highways is unable to accept the Councils proposed amendment. The Protective Provisions on the face of the dDCO submitted at	The Councils are content to agree the Protective Provisions.	Agreed	14/02/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			Deadline 10 [TR010044/APP/3.1] are now confirmed as agreed.			
1.41	Draft DCO Associated consents/ licenses/ permits	Draft Development Consent Order [APP-025] Consents and Agreements Position Statement [TR010044/APP/3.3]	The Consents and Agreements Position Statement [TR010044/APP/3.3] identifies the consents, licences or permits that National Highways will need to obtain outside of the dDCO in order to deliver the Scheme. This document contemplates the disapplication of specific legislation on the basis that those powers are contained within the dDCO. This approach is appropriate for the Scheme.		CCC as LLFA is content with the disapplication of s.23 of the Land Drainage Act 1991.	
1.42	Legal agreement with CCC – Detrunking and the design of local roads		National Highways returned the draft legal agreement to CCC on 7 January 2022 and received a further draft from CCC on 28 January 2022. National Highways provided a partial redraft of the provisions dealing with local roads on 3 February 2022 for CCC's	The legal agreement is currently under negotiation and CCC therefore reserves its position. Although, in relation to detrunking, the parties are generally agreed on the principles, there is no	Not agreed – the discussions on the legal agreement are ongoing.	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>approval. Following a meeting between legal teams on 11 February 2022, to agree amendments to the legal agreement following a series of technical meetings between the parties, National Highways issued an amended draft agreement to CCC on 11 February 2022. The draft agreement is with CCC to provide any further comments.</p> <p>The legal agreement between CCC and National Highways provides a framework for the process of de-trunking the existing A428 part of which will become a local road to be maintained by CCC.</p> <p>The legal agreement also provides a mechanism for handing over the local roads constructed as part of the Scheme that are to be maintained by CCC as local highway authority. The measures</p>	<p>agreement of the relevant standards.</p> <p>CCC remains committed to a rapid development of the issues in order to reach an agreement shortly following the close of the Examination and confirms that the issues between CCC and NH have narrowed materially.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>contained in this agreement are appropriate for the Scheme.</p> <p>The parties have exchanged comments on the legal agreement and held a number of meetings to progress their discussions on the terms of that agreement.</p> <p>National Highways generally agrees with the summary of the outstanding issues in relation to the legal agreement and notes significant progress has been made in recent weeks up to Deadline 10 through an intensive series of issue-specific meetings between the parties' respective technical teams to agree those points. At Deadline 10 the outstanding issues have narrowed considerably. Nevertheless in the absence of agreement National Highways maintains the dDCO submitted at Deadline 10</p> <p>[TR010044/APP/3.1] secures</p>			

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			suitable processes in respect of the local highway authorities.			
1.43	Approach to updating the SOCG		<p>The SOCG submitted at Deadline 10 is final and will not be updated.</p> <p>There will be continued engagement between the parties following the end of the Examination.</p>	<p>It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to CCC, SCDC and HDC's representation on the basis of the information known to them at this time and therefore have not been considered in this document. It is recognised, however, that engagement between both parties will need to continue due to their joint vested interest in the area of the Scheme and that further issues may arise as more information is provided by National Highways.</p>	Agreed	

Table 3-2 – Compulsory Acquisition Matters

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
2.1	Compulsory Acquisition and Temporary Possession	Book of Reference [APP-032] Statement of Reasons [APP-030].	In order to deliver the Scheme, should the Development Consent Order be made, it would be necessary to temporarily possess and/or acquire land and/or rights owned by Cambridgeshire County Council (CCC) (as highways authority). Land Plots in which CCC has an interest, that would be subject to the compulsory acquisition (CA) of land and/or rights are identified in the Book of Reference [APP-032] and Schedule 2 of the Statement of Reasons (SoR) [APP-030]. The extent of the land take identified is required for the Scheme or is required to facilitate or is incidental to the Scheme. National Highways is happy to continue discussions to acquire the land and rights affected through negotiation, outside the CA process.	Cambridgeshire County Council (as highways authority) have a number of land plots identified in the Book of Reference [APP-032] and Statement of Reasons [APP-030] (Annex 2), that would be subject to compulsory possession and/or temporary possession, should the Secretary of State make the Order and grant National Highways the powers of compulsory acquisition and temporary possession that are being sought. Huntingdonshire District Council and South Cambridgeshire District Council do not own any land or rights, identified in the Book of Reference or Annex 2 of the Statement of Reasons, that would be subject to compulsory acquisition, or temporary possession.	Agreed	

Table 3-3 – Transport Matters

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.1	Base Year Strategic Traffic Model - Data	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Base Year model is underpinned by good quality data that provides a sound basis for model calibration and validation. National Highways has provided a response at Deadline 3 [REP2-003a] and [REP1-051a] and supporting information that address the detailed issues raised by CCC and considers that this should enable CCC to fully agree the strategic model.	CCC is broadly satisfied with the strategic modelling.	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21
3.2	Base Year Strategic Traffic Model – Fit for Purpose	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The Base Year has been developed in accordance with Department for Transport (DfT) TAG procedures and meets the required TAG standards for validation. It gives a reliable representation of base year conditions within the study area. It therefore provides a sound foundation for the development of future traffic flows for assessment of the Scheme.	CCC is broadly satisfied with the strategic modelling.	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			National Highways has provided a response at Deadline 3 [REP2-003a] and supporting information that address the detailed issued raised by CCC and considers that this should enable CCC to fully agree the strategic model.			
3.3	Future Year Strategic Traffic Models – Fit for purpose	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The future year models fully comply with DfT TAG methods. They provide a reliable forecast of future traffic flows and the impact of the Scheme as reported in the Transport Assessment [APP-241] and Transport Assessment Annex [APP-242] . National Highways has provided a response at Deadline 3 [REP2-003a] and supporting information that address the detailed issued raised by CCC and considers that this should enable CCC to fully agree the strategic model.	CCC is broadly satisfied with the overall approach to strategic modelling. CCC is happy for the future year model to be used in the assessment of the strategic impact of the scheme.	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.4	Routing through Coton in the Strategic Model	REP1-048 para 2.3.1	<p>National Highways has provided a response to Rep1-048c at Deadline 3.</p> <p>A full explanation and supporting analysis was provided in 'Traffic Routeing Impacts at Coton' [REP1-028].</p> <p>National Highways notes that the A428 strategic traffic model was developed to assess the strategic impacts of the A428 Scheme. As such, it would be unreasonable to expect the model to be able to capture all local routeing details particularly where route choice is finely balanced.</p> <p>National Highways considers that the information provided should enable this issue to be closed out.</p> <p>National Highways' latest Position Statement on Operational Phase Monitoring submitted at Deadline 9 [REP9-034] includes Coton as one of the monitoring sites. This has been re-affirmed in an updated submission at Deadline 10 (Position Statement on</p>	<p>The model forecasts no vehicles travelling eastbound between the A428 and M11 southbound is using M11 junction 13 in the morning peak.</p> <p>CCC welcome and acknowledge NH's technical note [REP1-028] and will require monitoring of Coton to ensure that vehicle movements predicted by the model are not happening.</p> <p>The inclusion of Coton in the List of Sites to be monitored is welcomed. This point is now considered closed.</p>	Agreed	Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			Operational Phase Monitoring 15.02.22 [TR010044/EXAM/9.116]). This therefore addresses CCC's request and the issue can now be closed.			
3.5	Impact of the scheme on Dry Drayton in the Strategic Model	REP1-048 para 2.4.6	<p>National Highways has provided a response to Rep1-048k at Deadline 3.</p> <p>National Highways does not propose to implement mitigation measures at Dry Drayton, as it is not a part of SRN.</p> <p>National Highways' latest Position Statement on Operational Phase Monitoring submitted at Deadline 9 [REP9-034] includes Dry Drayton as one of the monitoring sites. This has been re-affirmed in an updated submission at Deadline 10 (Position Statement on Operational Phase Monitoring 15.02.22 [TR010044/EXAM/9.116]).</p>	<p>Dry Drayton – the scheme is forecast to increase traffic by 70 vehicles through Dry Drayton during both morning and evening peak hours.</p> <p>Given the modelling uncertainties, CCC will require monitoring to assess the impact of the scheme on Dry Drayton.</p> <p>The inclusion of Dry Drayton in the List of Sites to be monitored is welcomed. This point is now considered closed.</p>	Agreed	Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.6	Impact of the Scheme on Madingley in the Strategic Model	REP1-048 para 2.4.7	<p>National Highways has provided a response to Rep1-048I at Deadline 3.</p> <p>National Highways does not propose to implement mitigation measures at Madingley, as it is not a part of SRN.</p> <p>National Highways' latest Position Statement on Operational Phase Monitoring submitted at Deadline 9 [REP9-034] does not include Madingley, due to the predicted increase as a result of the Scheme being no greater than 5% (91 vehicles per day). This increase is well below the threshold which is considered appropriate for monitoring.</p> <p>National Highways has proposed pre-construction baseline monitoring at Madingley. This has been affirmed in an updated submission at Deadline 10 (Position Statement on Construction Phase Monitoring 15.02.22 [TR010044/EXAM/9.118]).</p>	<p>Madingley – the scheme increases traffic travelling through Madingley during the morning and evening peak hours by 170 vehicles/hour.</p> <p>Given the modelling uncertainties, CCC requires monitoring to assess the impact of the scheme through Madingley.</p> <p>The inclusion of Madingley in the List of Sites to be monitored is welcomed. This point is now considered closed.</p>	Agreed	Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.7	Routing along B1040 in the Strategic Model	REP1-048 para 2.3.2	<p>National Highways has provided a response to Rep1-048d at Deadline 3 and Deadline 6 [REP6-058bf].</p> <p>A select link analysis for the B1040 in the northbound direction at Eltisley using the full model for the 2040 AM (Without Scheme) scenario was undertaken to identify the origins and destinations of traffic using this road.</p> <p>This analysis showed a high proportion of trips originating within the vicinity of Biggleswade and extending south along the A1 to Baldock and beyond. This is a realistic route for traffic, given the levels of congestion predicted at the Black Cat junction and on the existing A428 without the Scheme.</p> <p>National Highways considers that the select link analysis information provided should enable this issue to be closed out.</p> <p>National Highways' latest Position Statement on Operational Phase Monitoring submitted at Deadline 9</p>	<p>In the model, vehicles are using the B1040 throughout the full extent of the cordoned model and impacting on Eltisley.</p> <p>CCC welcome and acknowledge the technical note submitted at Deadline 3.</p> <p>CCC require monitoring of traffic through Eltisley to ensure that the benefits of the scheme are realised.</p> <p>The inclusion of Potton End, Eltisley in the List of Sites to be monitored is welcomed. This point is now considered closed.</p>	Agreed	Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>[REP9-034] does not include Eltisley since the model predicts there will be a significant reduction in flow on The Green. This does not meet the criteria adopted for the proposed Operational Phase monitoring to be included as part of the DCO, although it could potentially be included as part of the Post Opening Project Evaluation (POPE) monitoring programme that would be developed at a later stage but would be outside the DCO process.</p> <p>Following further discussion with CCC, National Highways has proposed pre-construction baseline monitoring at Eltisley. This has been affirmed in an updated submission at Deadline 10 (Position Statement on Construction Phase Monitoring 15.02.22 [TR010044/EXAM/9.118]).</p>			
3.8	Turning movements at Caxton Gibbet in	REP1-048 para 2.3.3	<p>National Highways has provided a response to Rep1-048e at Deadline 3.</p> <p>At the Caxton Gibbet junction, traffic turning from the A1198 northern arm to</p>	In the strategic model there are no vehicles forecast to turn right at the Caxton Gibbet roundabout from the	Agreed	Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	the Strategic Model		<p>the A428 western arm would be expected to be relatively low, unless it is using the petrol station and café just west of Caxton Gibbet or it is local traffic. The B1040 from the junction of the B1040 and A1198 at Papworth to the junction of the B1040 and A428 at Eltisley provides an attractive route notwithstanding the right turn at Eltisley. In the reverse direction, the B1040 provides an even more attractive route for traffic from the A428 heading towards the A1198 for Papworth and destinations further north making a left turn at Eltisley from the A428.</p> <p>National Highways considers that the information provided should enable this issue to be closed out.</p> <p>National Highways has provided the further information requested in relation to the flows and queues at this junction on 3 December 2021 and therefore assumes that this element is now closed.</p>	<p>A1198 northern arm to the A428 western arm.</p> <p>CCC requires further evidence to understand where this traffic is travelling and the impacts that would occur at this location and elsewhere once corrected and any mitigation (if required) to be identified.</p> <p>This junction is included in the sensitivity testing submitted at Deadline 5 [REP5-018]. The input flows used in the revised model appear to be reasonable and upon request further information was provided by the Applicant in relation to the output flows and queues at this junction (see also ref 3.25 below).</p> <p>The traffic flows used in the sensitivity test model are therefore now agreed and can be used as the basis for informing junction design.</p>		Meeting with CCC 29/11/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.9	Impact of the Scheme on Great North Road, St Neots in the Strategic Model	REP1-048 para 2.4.1	<p>National Highways has provided a response to Rep1-048f at Deadline 3.</p> <p>National Highways acknowledges that the strategic model predicts an increase in flows along Great North Road north of the Wyboston junction. This is an effect of local traffic re-routing within St Neots to access the wider road network via the Wyboston junction and that it is linked with a predicted significant reduction in traffic using the B1428 Town Bridge and other roads in the town centre.</p> <p>National Highways is not intending to carry out further modelling on a number of individual junctions within the urban road network of a town, where the overall impact of the Scheme on the town is beneficial.</p> <p>The reason for not undertaking the modelling of these additional junctions is outlined in detail in REP3-029 National Highways Deadline 3</p>	<p>The scheme is forecast to add approximately 24% to AADT traffic volumes and approximately 200 PCU/hour in the peak periods along the Great North Road in St Neots in the southbound direction.</p> <p>CCC requires an assessment of the adjacent junctions on Great North Road up to and including the junction with Nelson Road and any mitigation (if required) to be identified.</p> <p>At the meeting on the 29 November 2021 NH confirmed that they will not be undertaking this work. Therefore this is still outstanding.</p> <p>The Councils were expecting the Applicant to look at mitigation at this junction but the note submitted at Deadline 8 "9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5 on 1 December 2021" [REP8-022] indicates that NH are not planning</p>	Not Agreed	February 2022

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>Submission - 9.44 Scope of Junction Model Sensitivity Test.</p> <p>As per ISH5 decision and actions, this issue is closed and no further work is pending.</p> <p>National Highways has responded to Question 6 of the Rule 17 letter (9.121 Applicant's responses to request for further information from ExA - Rule 17 letter [TR010044/EXAM/9.121]). CCC has shared their draft response to the Rule 17 letter with National Highways. Following consideration National Highways is not proposing mitigation of the Great North Road approach to the Wyboston roundabout.</p> <p>National Highways is proposing to monitor traffic flows before the start of construction, and one year and five years after opening at Great North Road.</p>	<p>to undertake any mitigation at the Wyboston Junction. Therefore CCC has undertaken some assessment work to set out what is required at the Wyboston junction to ensure that Great North Road northern arm works without undue restrictions on the local road network. Results from this were shared with National Highways on 8 February, and will be submitted at Deadline 10 in document CLA.D10.TN, as requested by the Rule 17 letter</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.10	Future Year Strategic Traffic Model – Uncertainty Log Sensitivity Test	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The sensitivity test carried out using the updated 2020 Uncertainty Log does not result in any significant differences in forecast flows when compared to the results using the 2018 Uncertainty Log data. This demonstrates that the assessments for the Scheme using the 2018 Uncertainty Log data as submitted are robust and it is appropriate for the Scheme to continue to rely on the 2018 Uncertainty Log Data forecasts.	CCC, HDC and SCDC are content that it is appropriate for the Scheme to continue to rely on the 2018 Uncertainty Log Data forecasts.	Agreed	Presentation meeting held on 05/02/21
3.11	Transport Assessment Data collection methods	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	Sufficient data has been collected in order to inform the Transport Assessment and the Transport Assessment Annex in relation to the Scheme. Detailed responses have been provided to address these issues in National Highways' Deadline 3 submission. This issue is covered in the proposed sensitivity tests scoping note (9.44	CCC is satisfied with the data collected given the constraints (i.e. A14 construction and Covid-19).	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			Scope of Junction Model Sensitivity Test).			
3.12	Transport Assessment Methodology	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>The Transport Assessment scope adopted follows best practice.</p> <p>Detailed responses have been provided to address these issues in National Highways' Deadline 3 submission [REP3-019].</p> <p>Following ISH2, a Joint Position Statement [REP-024] between National Highways and the LHA's has been submitted to PINS. A scoping note for further sensitivity tests to allay the local highway authority's concerns has also been submitted at Deadline 3. It is expected that undertaking the sensitivity tests will satisfy the concerns of the local highway authority.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>The junction models reported in the TA were undertaken using a variety of software packages which are agreed as being appropriate for the assessment of the junctions tested.</p> <p>CCC had concerns about the use of traffic flows directly from the strategic model in the individual junction models due to the fact that the strategic model is validated to link flows not Turning Movements in line with TAG.</p> <p>The flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
3.13	Transport Assessment Baseline Data – Junctions	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>The Base Year junction models are underpinned by good quality data that provides a sound basis for model calibration and validation.</p> <p>(Where baseline data is not utilised the assessment is based on outputs from the strategic model)</p> <p>Detailed responses have been provided to address these issues in National Highways' Deadline 3 submission [REP3-019].</p> <p>This issue is covered in the proposed sensitivity tests scoping as mentioned above in point 3.6.</p> <p>This issue requires review following sensitivity tests scoping as mentioned above in point 3.6.</p>	<p>It is CCC's opinion that there has been limited use of observed data to develop the Base or future year junction models. Instead, flows have been taken directly from the strategic model and have not been validated at a turning movement level.</p> <p>CCC made National Highways aware of additional observed data that could be used to help validate the base year junction models.</p> <p>The flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>
3.14	Transport Assessment	Transport Assessment Report – Part 1 [APP-241]	The Transport Assessment approach to modelling follows an acceptable methodology and provides a reliable	CCC had concerns about the use of traffic flows directly from the strategic model in the individual junction models due to the fact that	Agreed	Meeting with CCC on 11/08/20

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	Approach to modelling	Transport Assessment – Part 2 [APP-242]	<p>indication of the outcomes arising from the Scheme.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>the strategic model is validated to link flows not Turning Movements in line with TAG.</p> <p>The flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p>		<p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>
3.15	Transport Assessment Assumptions	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>The assumptions adopted within the Transport Assessment follows an acceptable methodology and provides a reliable indication of the impacts arising from the Scheme.</p> <p>Detailed response provided in Deadline 3 submission [REP3-019]. This issue is covered in the proposed sensitivity tests scoping as mentioned above in point 3.6.</p> <p>This issue was reviewed following sensitivity tests scoping [REP-029] as mentioned above in point 3.6.</p>	<p>CCC had concerns over a number of assumptions that were applied to the model.</p> <p>The sensitivity testing submitted at Deadline 5 [REP5-018] indicates that these issues have been addressed. The additional information provided for the junctions tested in [REP5-018] by the applicant indicates that the sensitivity test modelling undertaken is acceptable and that the results of this modelling can be</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.	<p>relied upon for assessing the design of the junctions tested.</p> <p>There were a number of junctions for which additional information was needed. Most of this information was submitted at Deadline 8 [REP8-022].</p> <p>The majority of assumptions used in the junction models are now agreed.</p>		
3.16	Transport Assessment Presentation of results	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>The Transport Assessment reflects the results obtained from the modelling undertaken.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>The focus of the assessment in the TA is the journey time and there is a lack of queue lengths and turning movements reported in the Transport Assessment.</p> <p>The additional information submitted to the ExA at Deadline 8 [REP8-022] provides the missing analysis allowing a full assessment of the operation of the junctions to be undertaken therefore the presentation of results is agreed but it is important to note that not</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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				all the results of the modelling are agreed.		
3.17	Transport Assessment Operational Junction Modeling: Wyboston Junction	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>Detailed response provided in Deadline 3 submission [REP3-019]. This issue is covered in the proposed sensitivity tests scoping note as mentioned above in point 3.6.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p> <p>CCC has undertaken some further tests using National Highways' junction models with new recommendations for junction improvements which have been submitted on D10. National Highways received a Technical Note from CCC on 08.02.22 which contained the results of their further assessment (see Appendix to [TR010044/EXAM/9.121]).</p> <p>National Highways has responded to Question 6 of the Rule 17 letter (9.121</p>	<p>This junction was modelled in ARCADY which is agreed as the appropriate software to test this junction.</p> <p>Following CCC concerns about traffic flows used in the junction assessment, NH modified the method for estimating flows at this and other junctions. The flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p> <p>The Councils were expecting the Applicant to look at mitigation at this junction but the note submitted at Deadline 8 "9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5 on 1</p>	Not Agreed	<p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>Applicant's responses to request for further information from ExA - Rule 17 letter [TR010044/EXAM/9.121]). CCC has shared their draft response to the Rule 17 letter with National Highways. Following consideration National Highways is not proposing mitigation of the Great North Road approach to the Wyboston roundabout.</p> <p>National Highways is proposing to monitor traffic flows before the start of construction, and one year and five years after opening at Great North Road.</p>	<p>December 2021" [REP8-022] indicates that NH are not planning to undertake any mitigation at the Wyboston Junction. Therefore CCC has undertaken some assessment work to set out what mitigation is required at the Wyboston junction to ensure that Great North Road northern arm works without undue restrictions on the local road network. The results from this assessment are to be submitted at Deadline 10 in document CLA.D10.TN, as requested by the Rule 17 letter.</p>		
3.18	<p>Transport Assessment Operational Junction Modeling: Barford Road Junction</p>	<p>Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]</p>	<p>The sensitivity test confirms that the Scheme benefits the majority of arms of the junction, but notes that there are some increases in queues on Barford Road (N). (Meeting 29/11/21).</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>This junction was modelled in ARCADY which is agreed as the appropriate software to test this junction.</p> <p>Following CCC concerns about traffic flows used in the junction assessment, NH modified the method for estimating flows at this and other junctions. The flows used in the sensitivity testing</p>	Not Agreed	<p>Meeting with CCC 19/10/21 Meeting with CCC 29/11/21</p>

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>CCC has undertaken some further tests using National Highways' junction models with new recommendations for junction improvements which have been submitted on D10. National Highways received a Technical Note from CCC on 08.02.22 which contained the results of their further assessment (see Appendix to [TR010044/EXAM/9.121]).</p> <p>National Highways has responded to Question 6 of the Rule 17 letter (9.121 Applicant's responses to request for further information from ExA - Rule 17 letter [TR010044/EXAM/9.121]). CCC has shared their draft response to the Rule 17 letter with National Highways. Following consideration National Highways is not proposing mitigation of the Barford Road approach to the Barford Road roundabout.</p>	<p>submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p> <p>The Councils were expecting the Applicant to look at mitigation at this junction but the note submitted at Deadline 8 "9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5 on 1 December 2021" [REP8-022] indicates that NH are not planning to undertake any mitigation at the Barford Road Junction. Therefore CCC has undertaken some assessment work to set out what mitigation is required at the junction to ensure that Barford Road northern arm works without undue restrictions on the local road network. Results from this assessment are to be submitted at Deadline 10 in document</p>		

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				CLA.D10.TN, as requested by the Rule 17 letter.		
3.19	Transport Assessment Operational Junction Modeling: Cambourne Junction	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>Detailed response provided in Deadline 3 submission. This issue is covered in the proposed sensitivity tests scoping note [REP3-029] as mentioned above in point 3.6.</p> <p>National Highways confirms after rechecking that the geometry coded in LinSig accurately represents the developer-funded mitigation scheme.</p> <p>As reported in Tables 3-19 and 3-20 of the Transport Assessment Annex, this junction is predicted to operate well within capacity in 2040 DS (max DoS=38.2%). It could therefore in principle carry more than double the amount of traffic assigned to it in the Model before reaching its capacity. There is therefore no reason for further modelling, to assess the performance of this junction in order to justify the minimal impact the Scheme has at this location.</p>	<p>This model was assessed using LinSig which is agreed as the appropriate software,</p> <p>CCC have concerns with some of the geometric assumptions used in the Cambourne junction model that would result in an over-reporting of capacity at the junctions and thus under-reporting of concerns that may require mitigation.</p> <p>CCC require that these assumptions are reviewed and should mitigation be required to reduce the impact of the scheme at this location, the mitigation should be agreed with CCC.</p> <p>This junction was not included in the sensitivity tests [REP5-018] but at the meeting on the 29 November 2021 NH agreed to consider undertaking sensitivity testing at this junction. This was confirmed</p>	Agreed	<p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>National Highways considers sensitivity testing beyond the scope (as set out in sensitivity tests scoping note [REP3-029]) to be unnecessary and therefore do not intend to undertake additional sensitivity testing in this location.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>on 30 November 2021 and was submitted at Deadline 8.</p> <p>The sensitivity tests at this junction was undertaken using observed flows and therefore the flows are agreed. The sensitivity tests indicates that the junction will operate within capacity in the future year with the addition of the scheme and therefore the modelling is agreed and no further work is required at this junction.</p>		
3.20	<p>Transport Assessment Operational Junction Modeling:</p> <p>Madingley Mulch Junction</p>	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>Detailed response provided in Deadline 3 submission. This issue is covered in the proposed sensitivity tests scoping note [REP3-029].</p> <p>This junction is affected by queueing back from M11 J13 which results in exit blocking on A1303. As a modelling issue, this has been addressed by the extension of the M11 J13 VISSIM model to cover this junction; as a practical issue, it will be addressed by the M11 J13 RIS scheme and there may be other, shorter term, measures</p>	<p>This junction was modelled using Arcady which given the issues with exit blocking due to downstream congestion is not agreed.</p> <p>CCC have concerns that the Madingley Mulch junction model does not accurately represent local observations (pre-Covid) of exit arm capacity restraint on A1303 Madingley Road towards Cambridge during AM peak due to signals at M11 junction 13 and queueing traffic beyond the junction</p>	Not Agreed	<p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>which could be taken to minimise queuing on the slip road-which will be covered under the “monitor and manage” strategy of National Highways.</p> <p>The M11 J13 VISSIM model is a better guide to the performance of this junction than a free-standing ARCADY model. TAA para 3.8.8 acknowledges this.</p> <p>The findings from the M11 J13 VISSIM models covering the Madingley Mulch Roundabout [REP8-019] has been shared with CCC to discuss and agree on the findings.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p> <p>National Highways has submitted the Madingley Mulch Roundabout and A1303 Study [TR010044/EXAM/</p>	<p>into Cambridge city centre. As such, the true impact of the scheme at this location cannot be identified and possible mitigation may be required. CCC require that the base year model is validated using observed data and that the forecast flows are obtained using best practice. Should mitigation be required to reduce the impact of the scheme at this location, the mitigation should be agreed with CCC.</p> <p>National Highways has confirmed that this junction has been included in the M11 J13 VISSIM model and the results of the junction assessment will be taken from the VISSIM Model.</p> <p>The revised M11 J13 VISSIM model that now includes Madingley Mulch was submitted at Deadline 8 [REP8-019]. The results of this extended model indicate that the introduction of the scheme leads to a significant increase in queuing</p>		

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			9.124] to address the latest concerns by CCC on the impact of the Scheme.	and delay at the Madingley Mulch junction with queues extending back on the mainline A428 in both the morning and evening peak hours. CCC require the Applicant to undertake additional work at this junction to understand the mitigation proposed by the Applicant to address the impact of the scheme.		
3.21	Transport Assessment Junction Operational Assessments at: Black Cat	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	The operational assessment modelling presented within the Transport Assessment with regard to new or modified junctions highlights the predicted operation of individual junctions with the Scheme. This issue is covered in the proposed sensitivity tests scoping note [REP3-029]. National Highways has provided the further information requested in relation to the flows and queues at this junction on 3 December 2021 and	The modelling of the local roads and junctions to be adopted by the County Council originally used a non-standard method and was not initially agreed. NH undertook an additional sensitivity test at the Black Cat junction using a CCC proposed method for deriving forecast year input traffic flows with results reported in REP5-018. NH additionally at CCC's request provided further information regarding output traffic flows and queues.	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21 Meeting with CCC 29/11/21

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			<p>therefore assumes that this element is now closed.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>CCC observe the following with the sensitivity test model:</p> <p>The input traffic flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p> <p>Although CCC agreed to compromise by removing the requirement for base year modelling to demonstrate how the junction currently operates, we note this means the junction has not been calibrated to observed base year demand. This means that any base year queued demand was not carried forward to future year scenarios so forecast traffic flows may be slightly lower than expected. CCC are content to note this and accept the input and</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				<p>output flows from the sensitivity test modelling.</p> <p>NH have modified some car following parameters including changing the standstill headway distances to 1.5m which is more appropriate for highspeed roads.</p> <p>Mainline A1 and A428 links have been changed to allow undertaking which is incorrect. However, this will have no discernible impact on the junction capacities so CCC do not require this to be corrected.</p> <p>HGV vehicle class has now been split into OGV1 (rigid) and OGV2 (articulated) vehicles using 40% OGV1 and 60% OGV2 percentages for both peak periods. Although the source of this assumption cannot be determined, CCC are content to accept these values.</p> <p>CCC note the 60%/40% split for nearside and offside lanes at tiger tail junctions and although the</p>		

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				<p>source of the data is not explained, CCC are content with the assumptions.</p> <p>The results presented in the sensitivity tests report [REP5-018] just deal with the speed of traffic. Additional information on the output traffic flows and queues at the junction was requested and provided by NH.</p> <p>CCC are now content to accept the sensitivity model results for this junction. The traffic flows used in the sensitivity test model are therefore now agreed and can be used as the basis for informing junction design</p>		
3.22	Transport Assessment Junction Operational Assessments at:	Transport Assessment Report – Part 1 [APP-241] Transport Assessment –	The operational assessment modelling presented within the Transport Assessment with regard to new or modified junctions highlights the predicted operation of individual junctions with the Scheme.	The modelling of the local roads and junctions to be adopted by the County Council originally used a non-standard method and was not initially agreed. NH undertook an additional sensitivity test at the Cambridge Road junction using a CCC proposed method for deriving	Agreed	Meeting with CCC on 11/08/20 Meeting with CCC 19/10/21

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	Cambridge Road /A428 junction	Part 2 [APP-242]	<p>This issue is covered in the proposed sensitivity tests scoping note [REP3-029].</p> <p>National Highways has provided the further information requested in relation to the flows and queues at this junction on 3 December 2021 and therefore assumes that this element is now closed.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>forecast year input traffic flows with results reported in REP5-018. NH additionally at CCC's request provided further information regarding output traffic flows and queues.</p> <p>CCC observe the following with the sensitivity test model:</p> <p>(i) The input traffic flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling.</p> <p>(ii) Although CCC agreed to compromise by waiving the requirement for base year modelling to demonstrate how the junction currently operates, we note this means the junction has not been calibrated to observed base</p>		Meeting with CCC 29/11/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				<p>year demand. This means that any base year queued demand was not carried forward to future year scenarios so forecast traffic flows may be slightly lower than expected. CCC are content to note this and accept the input and output flows from the sensitivity test modelling.</p> <p>(iii) NH have modified some car following parameters including changing the standstill headway distances to 1.5m which is more appropriate for highspeed roads. The A428 westbound diverge links have also been assigned urban driver behaviour meaning no cooperative lane changing is modelled on short merge sections. The impact on the model is expected to be minimal however and CCC are content to accept the results.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				<p>(iv) HGV vehicle class has now been split into OGV1 (rigid) and OGV2 (articulated) vehicles, using 37%/63% and 15%/85% splits for the AM and PM peak periods respectively. Although the source of these assumptions cannot be determined, CCC are content to accept these values.</p> <p>(v) Vehicle priority rules have been coded in line with best practice.</p> <p>(vi) The results presented in the sensitivity tests report [REP5-018] just deal with the speed of traffic. Additional information on the output traffic flows and queues at the junction was requested and provided by NH.</p> <p>CCC are now content to accept the sensitivity model results for this junction. The traffic flows used in</p>		

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				the sensitivity test model are therefore now agreed and can be used as the basis for informing junction design.		
3.23	Transport Assessment Junction Operational Assessments at: A428/ Toseland Road/ Abbotsley Road	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>The operational assessment modelling presented within the Transport Assessment with regard to new or modified junctions highlights the predicted operation of individual junctions with the Scheme.</p> <p>On implementation of the scheme, it is predicted that there will be a significant reduction of traffic flows in this junction, excepting the north south direction where there will be some marginal increase for accessing the new A428. But the junction is still expected to remain well below its theoretical capacity.</p> <p>This junction is currently congested. National Highways predict an overall significant decrease in traffic flows. The junction remains well within</p>	<p>The modelling of the local roads and junctions to be adopted by the County Council used a non-standard method and was initially not agreed. As a consequence, the local road design could not be approved as the Council wasn't able to agree the relevant traffic flows, and therefore confirm whether the local roads have been designed with the right size and capacity.</p> <p>CCC expected this to be considered further by the junction model sensitivity testing proposed by National Highways in response to ISH2 [REP3-029].</p> <p>This junction was not included in the sensitivity tests [REP5-018] but at the meeting on the 29th November 2021 NH agreed to</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>capacity with minimal queues and delays once Scheme opens.</p> <p>National Highways considers further sensitivity testing beyond the scope (as set out in sensitivity tests scoping note [REP3-029]) to be unnecessary and therefore do not intend to undertake additional sensitivity testing in this location.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>provide revised traffic flows at this junction. The provision of revised traffic flows was confirmed on 30th November 2021 and was due by Deadline 8.</p> <p>The submission at deadline 8 [REP8-022] indicates that the existing junction will work within capacity with the addition of the proposed scheme and therefore no further work is required at this junction.</p>		
3.24	Transport Assessment Junction Operational Assessments at: Eltisley Link	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>The operational assessment modelling presented within Transport Assessment with regard to new or modified junctions highlights the predicted operation of individual junctions with the Scheme.</p> <p>This issue is covered in the proposed sensitivity tests scoping note [REP3-029].</p>	The modelling of the local roads and junctions to be adopted by the County Council has used a non-standard method and remains not agreed at this point. As a consequence, the local road design cannot be approved as the Council hasn't been able to agree the relevant traffic flows, and therefore confirm whether the local	Not Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>The junction layout changes fundamentally and the future layout does not resemble the existing layout. A base model would not be relevant and would not provide useful information.</p> <p>Taking into account observed traffic count data may have some impact on the turning flows of the forecast year models.</p> <p>However, the pattern of traffic flows at this junction will be fundamentally different with the Scheme because of the removal of through traffic from the existing A428.</p> <p>This junction is predicted to operate well within capacity in 2040 DS (max RFC=0.33). Source: TA Table 6-9. This junction could therefore in principle carry more than double the amount of traffic assigned to it in the Model before reaching its capacity. There is therefore no reason for further modelling, to confirm the adequacy of</p>	<p>roads have been designed with the right size and capacity.</p> <p>CCC expected this to be considered further by the junction model sensitivity testing proposed by National Highways in response to ISH2 [REP3-029].</p> <p>This junction was not included in the sensitivity tests [REP5-018] but at the meeting on 29 November 2021 NH agreed to consider undertaking sensitivity testing at this junction. This was confirmed on 30 November 2021 and was due by Deadline 8.</p> <p>The submission at Deadline 8 [REP8-022] indicates that the existing junction will work within capacity with the addition of the proposed scheme. However the level of reserve capacity is such at this junction that CCC require the Applicant to set out the justification for the size and form of the junction. The additional information</p>		

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			<p>the layout proposed at this junction in the Scheme.</p> <p>National Highways considers sensitivity testing beyond the scope (as set out in sensitivity tests scoping note [REP3-029]) to be unnecessary and therefore do not intend to undertake additional sensitivity testing in this location.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this Scheme.</p>	<p>submitted by the Applicant indicates that the proposed junction form was designed to cater for the level of traffic predicted during construction rather than the level of traffic likely to use the junction once the scheme is operational and therefore the junction is significantly bigger than required to cater for the predicted future levels of traffic.</p>		
3.25	<p>Transport Assessment</p> <p>Junction Operational Assessments at: Caxton Gibbet</p>	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>The operational assessment modelling presented within the Transport Assessment with regard to new or modified junctions highlights the predicted operation of individual junctions with the Scheme.</p> <p>This issue is covered in the proposed sensitivity tests scoping note [REP3-029].</p>	<p>The modelling of the local roads and junctions to be adopted by the County Council originally used a non-standard method and was not initially agreed. NH undertook an additional sensitivity test at the Caxton Gibbet junction using a CCC proposed method for deriving forecast year input traffic flows with results reported in REP5-018. NH additionally at CCC's request</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>National Highways has provided the further information requested in relation to the flows and queues at this junction on December 2021 and therefore assumes that this element is now closed.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>provided further information regarding output traffic flows and queues.</p> <p>CCC have the following specific observations about the modelling of this junction:</p> <ul style="list-style-type: none"> The input traffic flows used in the sensitivity testing submitted at Deadline 5 [REP5-018] were generated using Option 2 set out by the Councils in our suggested approach to modelling note and are therefore deemed to be suitable for use in the junction modelling. Although CCC agreed to compromise by waiving the requirement for base year modelling to demonstrate how the junction currently operates, we note this means the junction has not been calibrated to observed base year demand. This means that 		

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				<p>any base year queued demand was not carried forward to future year scenarios so forecast traffic flows may be slightly lower than expected. CCC are content to note this and accept the input and output flows from the sensitivity test modelling.</p> <ul style="list-style-type: none"> • The VISSIM model is not in the correct geographical position in relation to background mapping although this will not affect the results. • NH have modified some car following parameters including changing the standstill headway distances to 1.5m which is more appropriate for high-speed roads. • HGV vehicle class has now been split into OGV1 (rigid) and OGV2 (articulated) vehicles, using 37%/63% and 27%/73% for the AM and PM 		

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				<p>peak periods respectively. Although the source of these assumptions has not been stated, CCC are content to accept these values based on observed count data at the junction.</p> <ul style="list-style-type: none"> • Vehicle priority rules have been applied according to best practice. • The results presented in the sensitivity tests report [REP5-018] just deal with the speed of traffic. Additional information on the output traffic flows and queues at the junction was requested and provided by NH. <p>CCC are now content to accept the sensitivity model results for this junction. The traffic flows used in the sensitivity test model are therefore now agreed and can be used as the basis for informing junction design.</p>		

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3.26	<p>Transport Assessment</p> <p>Wider impacts</p> <p>Quantification of impacts:</p> <p>A1 Buckden</p>	<p>Transport Assessment Annex [APP-243]</p>	<p>The quantification of impacts presented within the Transport Assessment Annex highlights the predicted impacts arising from the Scheme.</p> <p>The parameters which have been questioned are not likely to have a significant impact on model results.</p> <p>Base models have been developed and calibrated/validated to TAG standards with these parameters. The parameters are consistent between the Do Minimum and Do Something, so the modelling submitted provides sufficient information regarding the impacts of the Scheme.</p> <p>National Highways considers further sensitivity testing beyond the scope (as set out in sensitivity tests scoping note [REP3-029]) to be unnecessary and therefore do not intend to undertake additional sensitivity testing in this location.</p>	<p>CCC is concerned that the junction modelling in the TA is based on traffic flows taken directly from the strategic model with no account taken of the observed turning movements at the junction.</p> <p>The junction modelling needs to be informed by Observed count data to ensure that the turn proportions are representative of the observed base year data.</p> <p>CCC have the following specific concerns with the modelling of this junction:</p> <p>(i) Headway standstill distance of 1.2m used in all VISSIM models. This is consistent with TfL's Traffic Modelling guidelines in a congested urban environment. Previously published HE guidance on use of micro-simulation models on the HE road network recommended standstill headway distances of</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 29/11/21</p>

			<p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>between 1.5 and 2.0m which is more appropriate for high-speed roads.</p> <p>(ii) HGV vehicle class has not been split into OGV1 (rigid) and OGV2 (articulated) vehicles. All HGVs are modelled as 10.2m rigid goods vehicles with no longer (16.5m) articulated vehicles modelled. This is of concern because articulated vehicles occupy more road space (increasing queue lengths) and have different acceleration/deceleration characteristics resulting in different junction capacity.</p> <p>(iii) All cars are modelled as LGVs.</p> <p>(iv) "The same gap times are used in VISSIM models for light and heavy vehicles, thereby under-estimating heavy vehicle gap times.</p> <p>(v) "All vehicle" and "Heavy" vehicle priority rules are applied in VISSIM models, thereby penalising heavy vehicles as they have to</p>		
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				<p>adhere to two sets of headway/gap time conditions.</p> <p>This junction was not included in the sensitivity testing [REP5-018] however, CCC have agreed that no further work is needed at this junction.</p>		
3.27	<p>Transport Assessment</p> <p>Wider impacts</p> <p>Quantification of impacts:</p> <p>M11 J13</p>	<p>Transport Assessment Annex [APP-243]</p>	<p>The quantification of impacts presented within the Transport Assessment Annex [APP-243] highlights the predicted impacts arising from the Scheme.</p> <p>The M11 J13 model has already been developed based on calibrated/validated base year models; hence no further sensitivity tests are intended to be undertaken for this junction.</p> <p>Sensitivity tests of all additional junctions were concluded and all results and outputs sent to CCC. No</p>	<p>Cambridgeshire County Council are concerned that the junction modelling in the TA is based on traffic flows taken directly from the strategic model with no account taken of the observed turning movements at the junction.</p> <p>The junction modelling needs to be informed by Observed count data to ensure that the turn proportions are representative of the observed base year data.</p> <p>CCC have the following specific concerns with the modelling of this junction:</p> <ul style="list-style-type: none"> Headway standstill distance of 1.2m used in all VISSIM 	Not Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 29/11/21</p>

			<p>further modelling is planned for this scheme.</p> <p>No changes to the models were made in the extended model as it was based on the calibrated and validated model of the base year. Additionally, it was found through various sensitivity tests in the past that the model features highlighted by CCC makes negligible difference to the model outputs [REP5-018].</p> <p>The M11 Junction 13 Vissim model was developed to provide a detailed operational assessment of the impact of the Scheme on the A1303 corridor and the Madingley Mulch roundabout.</p> <p>The results of this assessment were reported in 'Results of Additional VISSIM modelling at M11 J13' and submitted at Deadline 8 (REP8-019).</p> <p>The results of the modelling were presented to CCC in a meeting on 13th January 2022 with a further discussion on 19th January.</p> <p>It was noted by CCC that the proposed Cambourne to Cambridge Busway would be expected to relieve some of the congestion forecast within the corridor. However, National Highways</p>	<p>models. This is consistent with TfL's Traffic Modelling guidelines in a congested urban environment. Previously published HE guidance on use of micro-simulation models on the HE road network recommended standstill headway distances of between 1.5 and 2.0m which is more appropriate for high speed roads.</p> <ul style="list-style-type: none"> • HGV vehicle class has not been split into OGV1 (rigid) and OGV2 (articulated) vehicles. All HGVs are modelled as 10.2m rigid goods vehicles with no longer (16.5m) articulated vehicles modelled. This is of concern because articulated vehicles occupy more road space (increasing queue lengths) and have different acceleration/deceleration characteristics resulting in different junction capacity. • A428/A1303 junction. Vehicles approaching from Church Ln are permitted to use both lanes 		
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			<p>noted that information had previously been requested from CCC relating to the Busway but had not been provided. This included:</p> <ol style="list-style-type: none"> a. The latest, preferred route alignment being planned. b. The phasing of the implementation of the scheme. c. Forecasts of the future numbers of passengers you expect the guided bus to attract from the A428 corridor, for the AM and PM peak hours and on an annual average daily basis, for 2025 and 2040. d. What changes to the road network the scheme will result in. e. The number of car drivers transferring to the C to C services, by purpose, year, time period and origin/destination. 	<p>for all movements. This is incorrect.</p> <ul style="list-style-type: none"> • The same gap times are used in VISSIM models for light and heavy vehicles, thereby underestimating heavy vehicle gap times. • "All vehicle" and "Heavy" vehicle priority rules are applied in VISSIM models, thereby penalising heavy vehicles as they have to adhere to two sets of headway/gap time conditions. • Vehicles overlapping at the A1303/Cambridge Rd junction, overstating junction capacity, particularly for traffic exiting Cambridge Rd in the AM peak. • NW Cambridge development traffic has been assigned to zone 13 which represents a construction traffic access. This 		

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			<p>This information will help National Highways determine the extent to which the Busway will result in a transfer of local trips from car to bus and hence alleviate some of the congestion within the corridor.</p> <p>National Highways is intending to submit a Technical Note on A1303 corridor Studies, following the discussions with CCC on 13 and 19 January, and the latest concerns raised by CCC regarding the impact of the scheme on Madingley Mulch junction.</p> <p>National Highways has submitted the Madingley Mulch Roundabout and A1303 Study [TR010044/EXAM/9.124] to address the latest concerns by CCC on the impact of the Scheme.</p>	<p>road will not be used once the site is operational.</p> <ul style="list-style-type: none"> A coding anomaly has created unrealistic driving behaviour which influences the traffic throughput under a free flowing conditions. This is due to link 10037 having emergency braking distance set to 5m and lane change position set to 150m. There is a lack of priority markers at key locations where junction exit blocking is predicted to occur in the future year scenarios, which creates an unrealistic network blockage situation and provides unreliable journey time results. Affected junctions are A1303 Eb approach to M11 Jn 13, A1303/M11 Jn 13, A1303/Eddington Ave. <p>This junction was not included in the sensitivity tests [REP5-018] but</p>		

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				<p>at the meeting on the 29th November 2021 NH confirmed that the revised M11 J13 VISSIM model that now includes Madingley Mulch will be submitted at Deadline 8.</p> <p>The extended model submitted at Deadline 8 [REP8-019] does not address most of the points set out above but the results indicate that the introduction of the scheme leads to a significant increase in queuing and delay at the Maddingley Mulch junction with queues extending back on the mainline A428 in both the morning and evening peak hours.</p> <p>CCC require the Applicant to undertake additional work at this junction to understand the mitigation proposed by the Applicant to address the impact of the scheme.</p>		

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3.28	Transport Assessment Wider impacts Quantification of impacts: M11 J14 Girton	Transport Assessment Annex [APP-243]	<p>The quantification of impacts presented within the Transport Assessment Annex [APP-243] highlights the predicted impacts arising from the Scheme.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p> <p>Monitoring of this location has already been proposed in the transport assessment annex [APP-243]. This is reiterated in National Highways Statement on Operational Phase Monitoring [TR010044/EXAM/9.116] submitted at Deadline 10.</p>	<p>Cambridgeshire County Council are concerned that the junction modelling in the TA is based on traffic flows taken directly from the strategic model with no account taken of the observed turning movements at the junction.</p> <p>The junction modelling needs to be informed by Observed count data to ensure that the turn proportions are representative of the observed base year data.</p> <p>This junction was not included in the sensitivity tests [REP5-018] but at the meeting on the 29 November 2021 NH confirmed that the revised VISSIM model will be submitted at Deadline 8.</p> <p>This junction is confirmed as being included in the post scheme monitor and manage which is welcomed but there is still no indication of the measures that might be needed at this location but given this is on the SRN CCC</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 29/11/21</p>

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				are reasonably happy with this situation and therefore this issue is considered closed.		
3.29	Transport Assessment Quantification of impacts on Great North Road St Neots	Transport Assessment Report – Part 1 [APP-241] Transport Assessment – Part 2 [APP-242]	<p>The quantification of impacts presented within the Transport Assessment is a reliable indication of the impacts arising from the Scheme.</p> <p>National Highways has provided a response to Rep1-048f at Deadline 3.</p> <p>National Highways acknowledges that the strategic model predicts an increase in flows along Great North Road north arm of the Wyboston junction. This is an effect of traffic re-routing within St Neots to access the wider road network via the Wyboston junction and that it is linked with a predicted significant reduction in traffic using the B1428 Town Bridge and other roads in the town centre.</p> <p>The Scheme would remove through traffic from St. Neots thereby providing net relief to local traffic. Local traffic would re-route and benefit through a</p>	<p>CCC is concerned that the analysis undertaken to date does not cover all junctions that the scheme may have an impact upon.</p> <p>The Strategic modelling indicated significant increases in traffic using Great North Road St Neots to access the detrunked A428 via the Wyboston Junction.</p> <p>CCC require modelling and analysis of the impacts of the scheme at the following junctions:</p> <p>Great North Road/Alpha Drive/Marlborough Road</p> <p>Great North Road/Howard Road</p> <p>Great North Road/Little End Road</p> <p>Great North Road/Nelson Road</p> <p>The assessment of these additional junction is needed to</p>	Not Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p> <p>Meeting with CCC 29/11/21</p>

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			<p>net reduction of traffic within the town centre.</p> <p>National Highways considers that it would not be reasonable or proportionate to carry out further modelling to assess a potential deterioration in traffic conditions on selective approach arms of a number of specific individual junctions within the urban road network of a town, where the overall impact of the Scheme on the town is beneficial, and where the increase in traffic flows concerned is acknowledged to be the effect of local reassignment of traffic away from less suitable routes within the town centre.</p> <p>As per ISH5 decision and actions, this issue is closed and no further work is pending.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No</p>	<p>ensure that the local road network can accommodate the additional level of traffic suggested by the strategic on Great North Road St Neots as traffic reroutes to access the revised SRN network.</p> <p>At the meeting on the 29th November 2021 NH confirmed that they are not planning on undertaking this additional assessment and therefore this point remains unresolved.</p> <p>The Applicants submission at Deadline 8 [REP8-022] states that they have no intention of undertaking any mitigation at the Wyboston junction and therefore, this remains an area of concern for the Councils.</p> <p>CCC have undertaken their own assessment using the Applicants Arcady Model to understand the mitigation required at the Wyboston Junction to ensure that the Great North Road Northern</p>		

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			<p>further modelling is planned for this scheme.</p> <p>National Highways has responded to Question 6 of the Rule 17 letter (Applicant's responses to request for further information from ExA - Rule 17 letter [TR010044/EXAM/9.121]). CCC has shared their draft response to the Rule 17 letter with National Highways. Following consideration National Highways is not proposing mitigation of the Great North Road approach to the Wyboston roundabout.</p> <p>National Highways is proposing to monitor traffic flows before the start of construction, and one year and five years after opening at Great North Road.</p>	<p>Arm operates without an undue impact on the local road network with the introduction of the scheme. The results of this work are to be submitted to the ExA at Deadline 10 in document CLA.D10.TN, as requested by the Rule 17 letter.</p>		
3.30	<p>Transport Assessment</p> <p>Quantification of impacts on Cambridge Road St Neots</p>	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment –</p>	<p>The quantification of impacts presented within the Transport Assessment is a reliable indication of the impacts arising from the Scheme.</p> <p>National Highways has provided a response to Rep1-048f at Deadline 3.</p>	<p>CCC is concerned that the analysis undertaken to date does not cover all junctions that the scheme may have an impact upon.</p> <p>The Strategic modelling indicated significant increases in traffic using</p>	Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p>

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		Part 2 [APP-242]	<p>National Highways acknowledges that the strategic model predicts an increase in flows along Cambridge Road arm of the Cambridge Road junction. This is an effect of traffic re-routing within St Neots to access the wider road network via the Cambridge Road junction and that it is linked with a predicted significant reduction in traffic using the B1428 Town Bridge and other roads in the town centre.</p> <p>The Scheme would remove through traffic from St. Neots thereby providing net relief to local traffic. Local traffic would re-route and benefit through a net reduction of traffic within the town centre.</p> <p>National Highways considers that it would not be reasonable or proportionate to carry out further modelling to assess a potential deterioration in traffic conditions on selective approach arms of a number of specific individual junctions within the urban road network of a town, where the overall impact of the</p>	<p>Cambridge Road St Neots to access both the detrunked A428 and the new road via the new Cambridge Road Junction.</p> <p>CCC require modelling and analysis of the impacts of the scheme at the following junctions:</p> <ul style="list-style-type: none"> Cambridge Road/Stone Hill/Wintringham park access Cambridge Street/Cromwell Road/Station Road/Cambridge Road Cambridge Road/Dramsell Rise Cambridge Road/Stone Hill/Wintringham Park access. <p>The assessment of these additional junctions is needed to ensure that the local road network can accommodate the additional level of traffic suggested by the strategic model on Cambridge Road St Neots as traffic reroutes to access the revised SRN network.</p>		Meeting with CCC 29/11/21

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			<p>Scheme on the town is beneficial, and where the increase in traffic flows concerned is acknowledged to be the effect of local reassignment of traffic away from less suitable routes within the town centre.</p> <p>As per ISH5 decision and actions, this issue is closed and no further work is pending.</p> <p>Sensitivity tests of all additional junctions are concluded now and all results and outputs sent to CCC. No further modelling is planned for this scheme.</p>	<p>At the meeting on the 29 November 2021 NH confirmed that they are not planning on undertaking this additional assessment and therefore this point remained unresolved.</p> <p>The Sensitivity test results set out in [REP5-018] indicate that the new junction form at Cambridge Road is such that the operation of Cambridge Road should not be adversely impacted despite the predicted rise in traffic levels. Therefore no further work is required in this respect.</p>		
3.31	Transport Assessment Construction impacts general	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>The Transport Assessment methodology adopted with regard to impacts predicted to arise during the construction phases highlights the potential impacts arising from the construction of the Scheme.</p> <p>National Highways has provided a detailed response to this issue in the submission at Deadline 3.</p>	<p>CCC has some concerns regarding the assessment of impacts arising during the construction phase.</p> <p>CCC understands that no limits or restrictions have been introduced to the model to restrict rerouting traffic during construction of the scheme and as a result traffic is allowed to use any route available in the model. This means that the</p>	Not agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p>

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			<p>The modelling carried out to assess the impacts during the construction phase took account of the restrictions that would be imposed upon construction traffic. However, diversionary traffic routes for non construction traffic were not subject to any coding adjustments within the SATURN traffic model.</p> <p>This is a perfectly valid approach due to the difficulty in influencing general traffic to use the designated diversion routes.</p> <p>Furthermore, the modelling was carried out in order to identify locations that could be expected to experience increases in traffic flows as a result of temporary measures.</p> <p>A Draft Position Statement on monitoring during construction has been shared with CCC [REP-036].</p> <p>National Highways' latest Position Statement on Operational Phase Monitoring was submitted at Deadline 9 [REP9-034] and the latest Position</p>	<p>impact is both widespread and diluted throughout the model. As a result, the model suggest that there will be significant increases in traffic on unsuitable routes, such as the road through Yelling and Toseland.</p> <p>CCC would not wish to see increased traffic flows through Yelling and Toseland due to the nature of the road and require HE to provide control measures/mitigation.</p> <p>CCC also require further revised modelling with restrictions in place in Yelling and Toseland to determine the impact of more controlled routing on its network. Further mitigation during construction may be required.</p> <p>The revised information submitted by the applicant means that although not all of the locations listed in REP6-074 have been included in the revised list of sites</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>Statement on Construction Monitoring submitted at Deadline 9 [REP-036].</p> <p>Following further engagement with CCC on this issue, National Highways has updated its position on construction phase monitoring and has prepared an updated Position Statement 'National Highways Statement on Construction Phase Traffic monitoring' dated 15 February 2022 [TR010044/EXAM/9.118], submitted at Deadline 10, which, amongst other things, proposes construction phase baseline monitoring of traffic flows in Yelling and Toseland.</p>	<p>where baseline data is to be collected CCC are now reasonably content that the list covers a wide enough area to enable the impacts of self-diverting traffic to be monitored during construction.</p> <p>The OCTMP indicates that there are no plans for monitoring of these sites during construction by the Applicant and instead they are passing the responsibility for this on to CCC. This is not acceptable as CCC does not have the resources or funding to undertake this work.</p>		
3.32	<p>Transport Assessment</p> <p>Construction impacts approach to modelling</p>	<p>Transport Assessment Report – Part 1 [APP-241]</p> <p>Transport Assessment – Part 2 [APP-242]</p>	<p>The modelling presented in the Transport Assessment with regard to impacts during the construction phases highlights the potential impacts predicted to arise from the construction of the Scheme.</p> <p>National Highways has provided a detailed response to this issue in the submission at Deadline 3.</p>	<p>CCC would like a commitment that the design of the construction phases will be done in such a way that the volume of traffic that would be expected to use the A428 is accommodated rather than allowing traffic free rein on the routes to be used for the duration of the scheme construction (September 2021 to May 2025).</p>	Not Agreed	<p>Meeting with CCC on 11/08/20</p> <p>Meeting with CCC 19/10/21</p>

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>The modelling carried out to assess the impacts during the construction phase took account of the restrictions that would be imposed upon construction traffic. However, diversionary traffic routes for non construction traffic were not subject to any coding adjustments within the SATURN traffic model.</p> <p>This is a perfectly valid approach due to the difficulty in influencing general traffic to use the designated diversion routes.</p> <p>Furthermore, the modelling was carried out in order to identify locations that could be expected to experience increases in traffic flows as a result of temporary measures.</p> <p>National Highways latest Position Statement on Construction Monitoring was submitted at Deadline 9 [REP-036].</p> <p>Following further engagement with CCC on this issue, National Highways has updated its position on</p>	<p>The modelling indicates widespread impacts and these need to be monitored and the scope of monitoring during construction as set out in REP6-074 is yet to be agreed.</p> <p>The revised information submitted by the applicant means that although not all of the locations listed in REP6-074 have been included in the revised list of sites where baseline data is to be collected CCC are now reasonably content that the list covers a wide enough area to enable the impacts of self-diverting traffic to be monitored during construction.</p> <p>The OCTMP indicates that there are no plans for monitoring of these sites during construction by the Applicant and instead they are passing the responsibility for this on to CCC. This is not acceptable as CCC does not have the</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			construction phase monitoring and has prepared an updated Position Statement 'National Highways Statement on Construction Phase Traffic monitoring' dated 15 February 2022 [TR010044/EXAM/9.118], submitted at Deadline 10, which, amongst other things, proposes construction phase baseline monitoring of traffic flows at the majority of the locations requested by CCC in [REP6-074].	resources or funding to undertake this work.		
3.33	Outline Construction Traffic Management Plan Construction traffic in St Neots	Outline Construction Traffic Management Plan [APP-182]	National Highways have added restrictions to the use of Cromwell Road and Cambridge Road. Restrictions have also now been included through Hilton village to prevent the village being used for material deliveries. This change is shown in the version of the Outline Construction Management Plan REP6-010] issued at Deadline 6.	Drawing no HE551495 Rev P02, Sheet 1. The HGV construction traffic restriction on the Barford Road route is welcomed given the proximity to the Ernulf academy. [REP3-019, Appendix A, 1.1.7] [REP3-019] this point was clarified. The Councils are currently considering NH's latest responses received 10/12/21 and will provide an update at a future iteration of this SoCG.	Agreed	09/12/21

A428 Black Cat to Caxton Gibbet improvements
 Statement of Common Ground with Cambridgeshire County Council,
 South Cambridgeshire District Council and Huntingdonshire District Council

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				Addition of Hilton is welcomed.		

Table 3-4 – Environment Matters

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
4.1	General Description of the Scheme	Chapter 2, The Scheme [APP-071]	An Environmental Impact Assessment (EIA) has been undertaken to identify the likely significant effects of the Scheme on the environment. The central and eastern part of the Scheme is located within CCC. A description of the Scheme and its location are reported in Chapter 2, The Scheme [APP-071]. This is considered an appropriate description of the Scheme.	CCC, HDC and SCDC are content that the Scheme is adequately described in the ES.	Agreed	September 2021
4.2	General National legislation and policy	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076]	National Highways considers that the ES has identified and appropriately considered all applicable legislation and national policy pertaining to the following assessments undertaken as part of the EIA of the Scheme: <ul style="list-style-type: none"> Air quality. Cultural heritage. 	There are still a number of areas where CCC, HDC and SCDC are not content with the approach taken in the ES, and include (but are not limited to): <ul style="list-style-type: none"> The Cambridgeshire authorities are satisfied with the methodology used to inform the assessment and the updating of the assessment to consider the sixth carbon budget. There remain a number of areas 	Not Agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Chapter 8, Biodiversity [APP-077]</p> <p>Chapter 9, Geology and soils [APP-078]</p> <p>Chapter 10, Material assets and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p>	<ul style="list-style-type: none"> • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>National Highways have submitted a Technical Note providing a detailed breakdown of construction carbon emissions at Deadline 4 of the Examination [REP4-042].</p> <p>With regard to offsetting, National Highways refers the Cambridgeshire authorities to the response to REP4-058t within the 'Applicant's comments on Submissions made at</p>	<p>where we have requested further information in order to be satisfied that all appropriate mitigation measures have been adopted to minimise greenhouse gas emissions and offset any remaining residual emissions. National Highways have now confirmed that they will not be seeking to offset emissions for the construction of the Scheme [TR010044/EXAM/9.93 REP6-058au]. We remain of the view that following the application of mitigation measures, residual emissions related to both construction and operation should be dealt with via offsetting, providing an opportunity to test and monitor approaches to offsetting in advance of National Highway's target of net zero for maintenance and construction by 2040. As noted by Transport Action Network [REP6-134g] the next 10 years are critical for reducing emissions in order not to exceed our legally</p>		

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of cumulative effects [APP-084]</p> <p>Construction Phase Greenhouse Gas Emissions [REP4-042] [REP9-017]</p> <p>Applicant's comments on Submissions made at Deadline 4 [REP5-014]</p> <p>Further biodiversity baseline survey reports [REP5-006 to REP5-013]</p>	<p>Deadline 4' [REP5-014] made at Deadline 5 of the Examination. An updated Construction Phase Greenhouse Gas Emissions (Rev 2) Technical Note [REP9-017] was submitted to the Examination at Deadline 9.</p> <p>Further biodiversity baseline survey reports were submitted to the Examination at Deadline 5 [REP5-006 to REP5-013]. An updated Biodiversity Net Gain calculation was submitted to the Examination at Deadline 3 using the Defra 2.0 metric [REP3-012].</p> <p>An updated Barbastelle Bat Technical Note has been submitted to the Examination at Deadlines 4, 5, 6 and 8 [REP8-009].</p> <p>Complete Bat Survey Results were submitted to the Examination at Deadline 9 [REP9-030] [REP9-031] [REP9-032].</p> <p>National Highways comments on the Biodiversity Net Gain Technical Note</p>	<p>binding carbon budgets, so we would encourage an approach that seeks to inform National highways policy on offsetting far sooner than 2040</p> <ul style="list-style-type: none"> • Following on from ISH4, the authorities have made further submissions to the Examining Authority regarding assessment of the Scheme against local carbon budgets as part of our deadline 6 submission. This builds on earlier representations made by the authorities regarding assessing the significance of effects against local carbon budgets as discussed at a SoCG meeting on 8 July 2021. We maintain our position in relation to this matter. • Incomplete survey information and outstanding ecology issues, including the impact to the local bat population, and net loss in biodiversity value (habitats) 		

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Biodiversity Net Gain: Metric 2.0 [REP3-012] Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009] Complete Bat Survey Results [REP9-030] [REP9-031] [REP9-032] Applicant's comments on the Biodiversity Net Gain Technical Note [REP8-012]	[REP8-012] was submitted at Deadline 8.			
4.3	Local policy	Applicant Response to Examining Authority First Round of Written	National Highways responds to the points raised in the Cambridgeshire Authorities position in order, as follows:	There are still a number of areas where CCC, HDC and SCDC are not content with the approach taken in the ES, and include (but are not limited to):	Not Agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Questions [REP1-022]</p> <p>Applicant Response to Written Representations - [REP3-008]</p> <p>Update to Archaeological Mitigation Strategy - [REP3-010] [REP4-031] [TR010044/EXAM/9.23v4]</p> <p>Applicant's comments on Local Impact Reports - [REP3-009]</p>	<ul style="list-style-type: none"> Refer to National Highways' response to Written Representation REP1-048az in relation to Policy LP 16 of Huntingdonshire's Local Plan to 2036 presented in [REP3-008]. The Archaeological Mitigation Strategy has been updated by National Highways to include the Archaeological Brief presented in [REP3-010] [REP4-031] [TR010044/EXAM/9.23v4]. Refer to National Highways' response to REP2-003am presented in [REP3-009] – Applicant's comments on Local Impact Reports, in relation to the CPICC recommendation. 	<ul style="list-style-type: none"> Policy LP 16 of Huntingdonshire's Local Plan to 2036 sets out the expected approach for new development in the District in relation to Sustainable Travel. It is considered that there are a number of instances within Huntingdonshire where the proposed development may not meet policy LP16. Whilst it is acknowledged the policy is geared towards planned development it does state 'all new development' and therefore is pertinent in assessing the A428 development proposal. We advise that the archaeological approach should be adjusted in the Archaeological Mitigation Strategy to ensure compliance with that proposed in the Joint Authorities' Archaeological Brief (JAAB). The CPICC recommends a reduction in car miles driven by 15% to 2030 and call for "alternatives to road investment to 		

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
				<i>be prioritised for appraisal and investment – from active travel and public transport options, to opportunities for light rail and bus rapid transit or options to enhance rail connections”. This recommendation has been accepted by the Greater Cambridge and Peterborough Combined Authority</i>		
4.4	General Study area definition and extents	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077]	The study areas adopted by National Highways within the following assessments are considered to reflect current best practice and standards: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. 	CCC, HDC and SCDC are content that the geographical extents of the adopted study areas cover the area over which direct and indirect effects of the Scheme are likely to occur.	Agreed	November 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079] Chapter 11, Noise and vibration [APP-080] Chapter 12, Population and human health [APP-081] Chapter 13, Road drainage and the water environment [APP-082] Chapter 14, Climate [APP-083] Chapter 15, Assessment of	<ul style="list-style-type: none"> • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>National Highways considers that the geographical extents of the adopted study areas are appropriate to identify the likely direct and indirect effects of the Scheme on sensitive features and receptors.</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		cumulative effects [APP-084]				
4.5	General Application of expert / professional judgements	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077] Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079]	The identification of likely significant effects on sensitive features and receptors has been informed by professional judgement and the views of relevant technical specialists, where necessary. National Highways considers the application of professional judgement by its specialists within the following assessments to be appropriate and robust: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. 	CCC, HDC and SCDC are content with how National Highways has applied professional judgement in the assessments of effects on sensitive features and receptors undertaken and reported.	Agreed	November 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Chapter 11, Noise and vibration [APP-080] Chapter 12, Population and human health [APP-081] Chapter 13, Road drainage and the water environment [APP-082] Chapter 14, Climate [APP-083] Chapter 15, Assessment of cumulative effects [APP-084]	<ul style="list-style-type: none"> • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. 			
4.6	General Assessment assumptions and limitations	Chapter 5, Air quality [APP-074]	The following assessments record the assumptions applied and the approaches taken by National Highways to reduce any uncertainty	CCC, HDC and SCDC are relatively content that the assumptions recorded within these assessments are reasonable but are still awaiting	Not Agreed	

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077] Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079] Chapter 11, Noise and vibration [APP-080] Chapter 12, Population and	resulting from any limitations encountered: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. National Highways considers the assumptions adopted in these assessments to be reasonable and appropriate.	discussions regarding a number of points. Assumptions / limitations on bats and biodiversity net gain are not agreed. The following areas are agreed: <ul style="list-style-type: none"> • Air quality. • Landscape and visual effects. • Noise and vibration. 		

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of cumulative effects [APP-084]</p> <p>Aquatic Habitats Surveys 2021 Technical Note [REP5-008]</p> <p>Updated Bat Surveys 2021 Technical Note [REP5-010]</p> <p>Updated Terrestrial Habitat</p>	<p>Further biodiversity baseline survey reports were submitted to the Examination at Deadline 5 [REP5-006 to REP5-013] including further bat information [REP5-006] [REP5-010] and habitat data [REP5-008] [REP5-013].</p> <p>An updated Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009] was submitted to the Examination at Deadline 8 which was circulated to the Cambridgeshire authorities on 19 January 2022. On 7 January 2022, National Highways met with the Cambridgeshire authorities to discuss bat crossing points mitigation.</p> <p>Complete Bat Survey Results were submitted to the Examination at Deadline 9 [REP9-030] [REP9-031] [REP9-032].</p> <p>Assumptions and limitations relating to Biodiversity Net Gain are included within the reports included in</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Surveys 2021 Technical Note [REP5-013]</p> <p>Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009]</p> <p>Complete Bat Survey Results [REP9-030] [REP9-031] [REP9-032]</p> <p>Applicant's comments on the Biodiversity Net Gain Technical Note [REP8-012]</p> <p>Appendix 8.19, Biodiversity Net Gain [APP-206]</p>	<p>Appendix 8.19, Biodiversity Net Gain of the Environmental Statement [APP-206] and Metric 2.0 assessment [REP3-012]. National Highways comments on the Biodiversity Net Gain Technical Note [REP8-012] submitted at Deadline 8, provides further details on assumptions and limitations.</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		BNG Metric 2.0 assessment [REP3-012]				
4.7	General Worst-case scenario: limits of deviation	Works Plans [APP-009] [APP-010] Engineering Sections [APP-017 to APP-022] Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077]	The following assessments have taken into account the lateral limits of deviation forming part of the Scheme design, as defined on the Works Plans [APP-009] [APP-010], and the vertical limits of deviation defined on the Engineering Sections [APP-017 to APP 022]: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. 	CCC, HDC and SCDC are relatively content that these assessments have appropriately considered the worst-case scenario in relation to the potential for the Scheme design and/or its construction to deviate within the lateral and vertical extents defined on the Works Plans and Engineering Sections. (In relation to article 9 more generally CCC's position is set out in REP8-028 and in the response to Q4.3.5 in REP9-043).	Agreed	February 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Chapter 9, Geology and soils [APP-078]</p> <p>Chapter 10, Material assets and waste [APP-079]</p> <p>Chapter 11, Noise and vibration [APP-080]</p> <p>Chapter 12, Population and human health [APP-081]</p> <p>Chapter 13, Road drainage and the water environment [APP-082]</p> <p>Chapter 14, Climate [APP-083]</p> <p>Chapter 15, Assessment of</p>	<ul style="list-style-type: none"> • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>National Highways considers that the maximum extents of possible deviation accounted for in these assessments represent the realistic worst-case assessment scenario.</p> <p>Refer to National Highways' response to Written Representation REP1-48aa presented in [REP3-008] in relation to Article 9.</p> <p>In relation to Article 9 more generally, National Highways' position is set out in [REP9-024], [REP9-026] and [TR010044/EXAM/9.120].</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		cumulative effects [APP-084] National Highways' response to Written Representation REP1-48aa presented in [REP3-008]				
4.8	General Presentation of results	Chapter 5, Air quality [APP-074] Chapter 6, Cultural heritage [APP-075] Chapter 7, Landscape and visual effects [APP-076] Chapter 8, Biodiversity [APP-077]	The following application documents present the approaches to, and outcomes of, assessments undertaken to identify the likely significant effects of the construction, operational and (where relevant) the maintenance phases of the Scheme: <ul style="list-style-type: none"> • Air quality. • Cultural heritage. • Landscape and visual effects. • Biodiversity. 	CCC, HDC and SCDC are relatively content with the formats and styles adopted by National Highways in presenting the details of the assessments undertaken.	Agreed	November 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Chapter 9, Geology and soils [APP-078] Chapter 10, Material assets and waste [APP-079] Chapter 11, Noise and vibration [APP-080] Chapter 12, Population and human health [APP-081] Chapter 13, Road drainage and the water environment [APP-082] Chapter 14, Climate [APP-083] Chapter 15, Assessment of	<ul style="list-style-type: none"> • Geology and soils. • Material assets and waste. • Noise and vibration. • Population and human health. • Road drainage and the water environment. • Climate. • Assessment of cumulative effects. <p>National Highways considers that the format and methods used to present the assessments undertaken are clear and unambiguous.</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		cumulative effects [APP-084]				
4.9	General Route / junction design selection	Chapter 2, The Scheme [APP-071] Chapter 3, Assessment of alternatives [APP-072]	<p>National Highways has undertaken thorough and comprehensive route studies, junction appraisals and optioneering studies during the design-development of the Scheme, in pursuit of establishing its preferred design solution, as described in Chapter 2, The Scheme [APP-071] and Chapter 3, Assessment of alternatives [APP-072].</p> <p>In considering, evaluating and balancing constraints and opportunities, National Highways considers that the preliminary design of the new dual carriageway represents the optimum solution to meet the Scheme objectives.</p> <p>Through the examination process National Highways has responded to questions raised by the Examining Authority and submitted additional information relating to the</p>	<p>CCC, HDC and SCDC are content that the studies and optioneering exercises undertaken by National Highways are appropriate from a design perspective.</p> <p>However, CCC, HDC and SCDC are not content that all of the appraisals have been undertaken properly and cannot conclude that the preliminary design (which includes the Scheme and its mitigation) represents the optimum solution until more information (particularly regarding traffic) is provided.</p> <p>CCC, HDC and SCDC are also not satisfied that a thorough optioneering study and rationale has been provided for the design of structures. Further information on the rationale for choosing the structures and why other options were discarded, as well as how the various functions will be accommodated (particularly NMU and wildlife) and how it is intended the</p>	Not Agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			development and assessment of the Scheme. The examination will determine whether the Scheme that has been submitted is acceptable.	structures will achieve the design aspirations of contributing to place making and creating a memorable journey.		
4.10	General Approach to modelling	Chapter 5, Air quality [APP-074] Chapter 11, Noise and vibration [APP-080] Chapter 13, Road drainage and the water environment [APP-082]	Modelling of existing and future conditions and changes, and the effects and risks of the Scheme, has been undertaken as part of the Air quality, Noise and vibration and Road drainage and the water environment assessment. National Highways considers that the approaches to modelling are appropriate.	CCC, HDC and SCDC wish to flag that if there are any alterations to the transport modelling then the air quality and noise assessments will also have to be remodelled. Furthermore, whilst CCC is broadly satisfied with the overall approach to strategic modelling there are some issues described above that the councils seek further clarification on, including confirmation of potential impacts and possible mitigation.	Agreed	November 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
4.11	Air Quality Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 5, Air quality [APP-074]	The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders. National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Air quality assessment [APP-074].	HDC and SCDC are content that the scope and coverage of surveys undertaken to inform the assessment of air quality effects are sufficiently comprehensive.	Agreed	03.08.21
4.12	Air Quality Construction and operational effects	Chapter 5, Air quality [APP-074]	The assessment has concluded that no significant effects associated with air pollution would occur through construction activities or as a consequence of traffic movements (emissions) on the road network.	HDC and SCDC are content with the conclusions of the assessment and the significance of the reported effects, provided that there are no changes to the Transport Assessment.	Agreed	June 2021
4.13	Air Quality Embedded and essential mitigation	Chapter 2, The Scheme [APP-071]	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures mentioned in Chapter 2, The Scheme [APP-071] 	The Councils' position on air quality is set out in the councils' comments on the responses to the Examining	Agreed	October 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Chapter 5, Air quality [APP-074]</p> <p>Environmental Masterplan [APP-091] [REP9-037]</p> <p>First Iteration EMP [APP-234] [TR010044/APP/6.8v4]</p> <p>Schedule of mitigation [APP-235]</p> <p>Responses to the Examining Authority's First Written Questions (WQ1) [REP3-042]</p>	<ul style="list-style-type: none"> The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4] are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme. <p>Prior to the commencement of construction the local authorities will have an opportunity to review and comment on the mitigation and control measures contained in the Second Iteration Environmental Management Plan.</p>	<p>Authority's First Written Questions (WQ1) [REP3-042].</p> <p>An appropriate and agreed second iteration of the EMP is required, with input from CCC, HDC and SCDC. Further measures such as liaison meetings to ensure input from the relevant authority and control during construction is required. The draft DCO states that the second Iteration EMP will be agreed following consultation and input with LA's.</p>		
4.14	<p>Cultural Heritage</p> <p>Data collection methods, baseline data</p>	Chapter 6, Cultural heritage [APP-075]	The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.	CCC confirm that the approach adopted is one that is typically been followed and has produced high quality results	<p>Agreed</p> <p>Not agreed</p>	<p>25/10/21</p> <p>27/10/21</p>

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	and the identification and sensitivity of relevant features and receptors		National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the cultural heritage assessment [APP-075].	CCC does not agree with the sensitivity criteria (see 4.15 below).		
4.15	Cultural Heritage Construction and operational effects	Chapter 6, Cultural heritage [APP-075]	The cultural heritage assessment has concluded that construction of the Scheme would result in significant adverse effects of moderate significance on the assets listed in Table 6-6 of Chapter 6, Cultural heritage [APP-075]. All other assets identified and assessed would experience either: <ul style="list-style-type: none"> Slight adverse effects (not significant); or Neutral effects (not significant). 	CCC note issues around significance of effects and the potential for major adverse construction effects – e.g. it is not possible to argue that deletion of archaeological remains is a neutral or slight adverse effect. Table 6-6 of ES Chapter 6, Cultural heritage [APP-075] indicates sites that will be totally removed/destroyed by construction impacts of the road scheme as having Moderate Adverse Magnitude of Impact. Table 3.4N of the DMRB Environmental Assessment Methodology (LA104 Revision 1) shown as Table 6-2 of ES Chapter 6,	Not agreed	27/10/21

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			<ul style="list-style-type: none"> Slight beneficial effects (not significant). <p>The cultural heritage assessment has concluded that construction of the Scheme would result in less than substantial harm on all assets within CCC listed in Table 6-6 of Chapter 6, Cultural heritage [APP-075].</p> <p>The operation assessment would not result in any significant adverse effects on the assets identified within Chapter 6, Cultural heritage [APP-075].</p> <p>It should be noted that LA106 states “Programmes of investigation deliver mitigation by addressing the adverse effect of a project on archaeology even when the cultural heritage resource is destroyed or altered” and “The destruction of the archaeology without a programme of investigation to understand the cultural heritage resource is the worse option”. As a consequence, the impacts have been assessed</p>	<p>Cultural heritage [APP-75] translates this as “Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.”</p> <p>With reference to ES Chapter 6, Cultural heritage [APP-75] Table 6-6, we contend that Major Adverse is more appropriate for sites of Medium and High Heritage value (significance) since the total loss of the archaeological resource within the scheme limits will result:</p> <p>“Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.”</p> <p>This matters as the Cambridgeshire Councils do not support low levels of sampling prescribed in the AMS and the documents listed in 4.16 below for some of the archaeological sites.</p>		

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			with mitigation in place. This has led to the assessment of magnitude of impact as moderate adverse. Without mitigation the impact would be large adverse.			
4.16	Cultural Heritage Essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 6, Cultural heritage [APP-075] Archaeological Mitigation Strategy [APP-238] First Iteration EMP [APP-234] [TR010044/APP/6.8v4] Schedule of mitigation [APP-235]	National Highways considers that: <ul style="list-style-type: none"> The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4] and the Archaeological Mitigation Strategy [APP-238] [TR010044/EXAM/9.23v4] are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation. National Highways' Archaeological Mitigation Strategy [REP3-010] [REP4-030] [REP4-031] (updated at Deadline 3, 4 and 10 [TR010044/EXAM/9.23v4] of 	The First Iteration EMP [APP-234] cannot be agreed until an Updated AMS has been agreed in full. Specific areas for disagreement of the First Iteration EMP are given in Section 1.3 and Table J-1. Thirty-one archaeological sites are listed for investigation in Cambridgeshire in the Updated Archaeological Mitigation Strategy (UAMS) [REP4-031], (see also [APP 238], [REP3-010]). Site 14 can be omitted from the list as this is within a neighbouring residential development (Wintringham Park, St Neots) and has already been excavated under that scheme. This leaves a total of thirty Cambridgeshire sites. Three excavation levels are proposed in the UAMS [REP4-031]: Intensive	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Applicant's response to Cambridgeshire County Council's comments on archaeological mitigation areas [REP4-045]</p> <p>Update to Archaeological Mitigation Strategy</p> <p>[REP3-010] [REP4-030] [REP4-031] [TR010044/EXAM/9.23v4]</p> <p>Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council's Comments on</p>	<p>the Examination) sets out the mitigation measures that would be implemented to reduce the adverse effects of the Scheme on archaeological and built heritage resources.</p> <p>National Highways submitted a statement on this matter [REP4-045] at Deadline 4.</p> <p>Site 17: National Highways had previously been advised by CCC that this site would be agreed if the word 'solely' was removed from Table 5.1 of the AMS [REP4-031], which has been done. This is detailed in Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council's Comments on responses to Relevant Representations (RRs) [REP3-041].</p> <p>Site 32: The Applicant had understood that the methodology of</p>	<p>Excavation (UAMS Section 8), Excavation and Targeted Excavation (UAMS Section 9).</p> <p>CCC has agreed the investigation strategy and areas for excavation for eleven archaeological sites: Sites 12, 13, 15, 16, 21, 22, 25, 29, 30, 31, 40, five of which are to be fenced off and preserved in situ (UAMS Section 11: 12, 16, 21, 25, 40).</p> <p>CCC has not agreed the investigation areas for eight sites, though has agreed the investigation strategy: Sites 10, 11, 18, 34, 36, 37, 38, 39.</p> <p>CCC has not agreed the investigation strategy for five sites, though has agreed the investigation areas: Sites 17, 20, 27, 32, 35.</p> <p>CCC has not agreed the investigation areas nor the investigation strategies for six of the Cambridgeshire sites: Sites 19, 23, 24, 26, 28, 33.</p> <p>Reasons for disagreement have been submitted and discussed with the</p>		

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		<p>responses to Relevant Representations (RRs) [REP3-041]</p> <p>Applicant's comments on submissions made at Deadline 5 from the Cambridgeshire Authorities [REP6-034]</p>	<p>this site was agreed, but not the extent</p> <p>Site 33: The Applicant had understood that the methodology of this site was agreed, but not the extent.</p> <p>A response has been submitted at Deadline 6 in National Highways' comments on submissions made at Deadline 5 from the Cambridgeshire Authorities [REP6-034].</p> <p>Mitigation areas have not been discussed with the relevant officers from the Cambridgeshire Authorities as National Highways stands by their mitigation areas.</p> <p>In response to CCC's comment regarding discussion of the strategy, National Highway's position has not changed since October 2021, therefore a further meeting has not been arranged.</p>	<p>Applicant on numerous occasions but essentially surround the principle of NPSNN policy 5.140 that requires recording and advancing an understanding of heritage assets before they are lost proportionate to the importance and the impact of the scheme. As the road scheme will have a total impact on the archaeological sites that will not be preserved in situ, they should be subject to appropriate investigation in advance of construction. The interpretation of sites from evaluation data alone for some sites is not a suitable alternative to that gained from excavation, which can significantly change our understanding and heritage value of the archaeological sites.</p> <p>The investigation strategy, 'Targeted Excavation', in section 9 of the UAMS [REP4-031] cannot be agreed as it introduces a subjective bias in the strategy and pre-supposes an archaeologist will be able to tell which specific features (e.g. pits/ditches)</p>		

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				<p>within a site might answer a specific research objective and which ones will not, and only target and excavate those features that supposedly can. This is physically impossible and misleading in its suggestion. Only through excavation can a feature's contents be revealed, from which its character and significance can be established.</p> <p>CCC advises that sites that will be destroyed should be subject to 'Intensive Excavation' or 'Excavation'.</p> <p>CCC also advises that the areas for excavation should conform to those submitted to the Applicant in the working document submitted in support of the archaeological brief (Appendix B of UAMS [REP4-031] to ensure that no unrecorded loss of heritage assets able to provide evidence of the human occupation of this part of West Cambridgeshire occurs.</p> <p>National Highways has not approached relevant CCC officers to discuss the</p>		

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				strategy for the sites since 25 th October 2021.		
4.17	Cultural Heritage Embedded mitigation	Chapter 2, The Scheme [APP-071] Chapter 6, Cultural heritage [APP-075] Archaeological Mitigation Strategy [APP-238] First Iteration EMP [APP-234] [TR010044/APP/6.8v4] Schedule of mitigation [APP-235] Update to Archaeological Mitigation Strategy	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures within Chapter 2, The Scheme [APP-071] are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation. <p>National Highways' Archaeological Mitigation Strategy [REP3-010] [REP4-030] [REP4-031] [TR010044/EXAM/9.23v4] (updated at Deadline 3, 4 and 10 of the Examination) sets out the mitigation measures that would be implemented to reduce the adverse effects of the Scheme on archaeological and built heritage resources.</p> <p>National Highways responded to Historic England's comments on the</p>	CCC confirm that they are satisfied with the embedded mitigation shown in Table 2-1 [APP-071] for Chapter 6, Cultural heritage with the caveat that fenced-off Archaeological Protection Areas should also be mapped. This should be repeated in the Schedule of Mitigation document Table 2: Cultural heritage [APP-235] and its updates. The Environmental Management Plan cannot be agreed until the Updated AMS has been agreed in full.	Not agreed	January 2022

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		<p>[REP3-010] [REP4-030] [REP4-031] [TR010044/EXAM/9.23v4]</p> <p>Applicant's Comments on Deadline 3 Submissions [REP4-036]</p> <p>Applicant's Comments on submissions made at Deadline 4 [REP5-014]</p>	AMS at Deadlines 4 and 5 [REP4-036] [REP5-014].			
4.18	Cultural Heritage Mitigation – Listed Milestones	<p>Chapter 6, Cultural heritage [APP-075]</p> <p>Archaeological Mitigation Strategy [APP-238]</p> <p>First Iteration EMP [APP-234]</p>	The listed milestones impacted by the Scheme would be stored and reinstated as close as possible to their original location, with all works undertaken in accordance with a Method Statement to be prepared by the Archaeological Contractor and agreed with the relevant local authorities.	CCC requested that Eltisley Local History Society is involved with the resiting of milestones. CCC advised in the two versions of the Archaeological Brief: " <i>Local parishes may have history or archaeology societies that are keen to locate 'their' milestones, restore and place them in more suitable positions. Eltisley parish are one such group that have come forward with this intention</i> "	Agreed	January 2022

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		<p>[TR010044/APP/6.8v4]</p> <p>Draft DCO [APP-025]</p> <p>Schedule of mitigation [APP-235]</p> <p>Update to Archaeological Mitigation Strategy [REP3-010] [REP4-030] [REP4-031] [TR010044/EXAM/9.23v4]</p>	<p>This is secured through the Archaeological Mitigation Strategy [APP-238] and Requirement 15 (Safeguarding of milestones) of the dDCO [APP-025].</p> <p>These measures are appropriate for this Scheme.</p> <p>The Archaeological Mitigation Strategy has been updated by National Highways at Deadlines 3, 4 and 10 of the Examination presented in [REP3-010] [REP4-030] [REP4-031] [TR010044/EXAM/9.23v4].</p>	<p><i>and wish to work with the archaeological contractor and relevant authorities to undertake this work to move two markers at a new junction that will be created to the north of the village."</i></p> <p>This information regarding milestones was shown at 5.4.1 of the original investigation brief issued on 11/12/20 and again in the updated brief issued on 23/08/21. The Updated AMS [REF3-010] should specify this at 12.2.3. We will expect the PACE (Public Archaeology and Community Engagement) developed by the Archaeological Contractor to show that engagement with the local society will occur.</p> <p>The Councils will work to ensure that the requirements of the LA Brief at Appendix B of REP4-031 are met.</p>		

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4.19	Landscape and Visual Effects Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 7, Landscape and visual effects [APP-076]	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Landscape and visual effects assessment [APP-076].</p>	HDC and SCDC are relatively content that the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme on landscape character and visual amenity.	Agreed	October 2021
4.20	Landscape and Visual Effects Construction and operational effects	Chapter 7, Landscape and visual effects [APP-076]	<p>The assessment has concluded that the Scheme would result in significant adverse effects on areas of local landscape character, and on visual receptors afforded views of the landscape from locations including residential properties, local roads and PRoW.</p> <p>The assessment has concluded that the Scheme would not result in</p>	HDC and SCDC are in agreement with this statement.	Agreed	October 2021

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			<p>significant adverse effects on sites designated for the landscape value or importance.</p> <p>Impacts on existing hedgerows and related mitigation measures are considered within Chapter 7, Landscape and visual effects of the ES [APP-076].</p>			
4.21	<p>Landscape and Visual Effects</p> <p>Embedded and essential mitigation</p>	<p>Chapter 2, The Scheme [APP-071]</p> <p>Chapter 7, Landscape and visual effects [APP-076]</p> <p>Environmental Masterplan [APP-091] [REP9-037]</p> <p>First Iteration EMP [APP-234] [TR010044/APP/6.8v4]</p>	<p>National Highways considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4], <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.</p> <p>The planned maintenance regime is presented in outline within the</p>	<p>National Highways' commitment to timing of planting, and maintenance regime needs to be clarified.</p> <p>Changes to some planting mixes and species are considered necessary to improve climate change resilience and visual amenity:</p> <ul style="list-style-type: none"> LE1.6 Open Grassland – the Councils request that this is a more diverse mix of perennial wildflowers and grasses such as WFG4 (Germinal seeds) as this will have a greater benefit to pollinators etc. LE2.1 Woodland Mix – The Councils request that Lime – Tilia x europaea and Hornbeam – 	Agreed	January 2022

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		<p>Schedule of Mitigation [APP-235]</p> <p>Applicant's response to Relevant Representations [REP1-021]</p> <p>Environmental Masterplan updated at Deadline 6 [REP6-006] and Deadline 9 [REP9-037]</p>	<p>Landscape and Ecology Management Plan (LEMP), included in Annex L of the First Iteration Environmental Management Plan [APP-234] [TR010044/APP/6.8v4]. This planting will take place in the first available planting season and at a time of the year appropriate to the species being planted.</p> <p>Regarding changes to some planting mixes and species, National Highways refers the local authorities to its responses to RR-013c, RR-048c and RR-100c [REP1-021] which includes a signpost to the LEMP in Annex L of the First Iteration Environmental Management Plan [APP-234] [TR010044/APP/6.8v4] and includes a correction to the percentages within the indicative woodland species mix.</p> <p>Regarding landscape mitigation proposals, National Highways considers these to be appropriate and refers the local authorities to its</p>	<p>Carpinus betulus are added to the mix and that Birch and Aspen are reduced to 2.5% each as they are not really representative of the woodland diversity of the area.</p> <ul style="list-style-type: none"> • LE2.4 Linear belt of Trees and Shrubs mix – The Councils request that Lime – Tilia x europaea and Hornbeam – Carpinus betulus are added to the mix. The Councils request that Birch and Aspen are reduced to 2.5% each, they are not really representative of the woodland diversity of the area. • LE2.5 Shrubs with Intermittent Trees – All species are the same size within the Table L-7. The Councils request clarification as to whether there will be additional Individual Trees LE5.1 added to the mix whether the intention is to allow for size variation within the mix itself (for example: vary 40-60 transplants with feathers or Standard sized trees.) 		

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			<p>responses to RR-013k, RR-048k and RR-100k [REP1-021]. The landscape design of the Scheme responds to the character of the existing landscape, balanced against the need to avoid, prevent, reduce or offset adverse effects, for example on people's views and visual amenity. The amenity of the road user has also been a consideration.</p> <p>Regarding an agricultural mitigation strategy, National Highways refers the local authorities to its responses to RR-013o, RR-048o and RR-100o [REP1-021] which highlights relevant controls in relation to soils within the First Iteration EMP [APP-234] [TR010044/APP/6.8v4].</p> <p>Regarding hedgerows, National Highways does not agree that these have not been considered as they form part of the landscape and visual effects and biodiversity assessments within the Environmental Statement [APP-076]</p>	<ul style="list-style-type: none"> The Councils request that LE4.3 and LE4.4 are combined into a single Hedgerow with Trees and that Crataegus laevigata (not typical of the area) and Quercus rober are removed from the hedge mix. The Councils request that more Individual Trees LE 5.1 are added to all hedges throughout the scheme. The Councils request that National Highways considers adding Viburnum lantana to the hedge mix to increase the diversity. Some areas (St Neots, Caxton-Toseland) are likely to need more landscape mitigation proposals. These areas contain large stretches of hedgerow and open grassland which is in contrast with the aspirations for the Landscape Character Area set out in the National Landscape Character Assessment Environmental Opportunities (NCA88, Statement of Environmental Opportunities 1), and The Huntingdonshire 		

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			<p>[APP-077]. National Highways refers the local authorities to its responses to RR-013m, RR-048m and RR-100m [REP1-021].</p> <p>On 29 November 2021, National Highways had a meeting with the Cambridgeshire authorities to discuss the Scheme planting and the Environmental Masterplan. Changes to the First Iteration EMP and Environmental Masterplan have been submitted at Deadline 6 of the Examination where appropriate. A summary of key actions of the meeting were as follows:</p> <p>First Iteration EMP – Annex L: Landscape and Ecology Management Plan:</p> <ul style="list-style-type: none"> LE 1.6 Open Grassland – National Highways to revise the First Iteration EMP to introduce 20% wildflowers into the mix for Open Grassland. This will provisionally be based on Emorsgate EM1 or similar, 	<p>Landscape and Townscape Assessment LCA5 Southeast Claylands, which notes the following opportunity: ‘Planting of tree and woodland belts along major roads to screen visually intrusive development particularly to the edges of the main settlements.’ (Setting of St. Neots).</p> <ul style="list-style-type: none"> An agricultural mitigation strategy should be provided to clarify the removal and reinstatement of agricultural grade land. Hedgerows are not considered in this application and this is potentially a significant issue. We question the lack of tree planting in long stretches of hedgerow, as commented above, and question whether due consideration has been given to the Protected Hedgerow Regulation specifications. <p>Following a meeting and subsequent changes made to the First Iteration</p>		

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			<p>subject to agreement with National Highway's Operations regarding access for maintenance and the results of soil samples and consultation with relevant local authorities.</p> <ul style="list-style-type: none"> • LE 2.1 Woodland and LE 2.4 Linear belts of trees and shrubs – proportion of Birch and Aspen will be reduced to 2.5% each and Hornbeam and Lime added, as requested by the Cambridgeshire authorities. • LE 2.5 Shrubs with intermittent trees – Tree species will be identified as feathered trees, as requested by the Cambridgeshire authorities. • LE 4.3 and 4.4 Hedgerows – The same species mix will be specified for all hedgerows with a separate table for hedgerow trees, to be included as standards. 	<p>LEMP [REP6-007] [REP6-008], Councils' Landscape team are content with mitigation proposals and representation within the consultation process for the Second Iteration of same.</p>		

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			<ul style="list-style-type: none"> Elm – Reference to Elm in the planting mix will be updated to focus on areas of woodland on the edges of the Scheme. Text will be added to explain the further work which will be done to confirm feasibility and identify appropriate stock availability and consultation with the relevant local authorities. <p>An updated Environment Masterplan was submitted to the Examination at Deadline 6 [REP6-006] and Deadline 9 [REP9-037].</p> <p>An updated version of the First Iteration EMP was submitted to the Examination at Deadline 6 [REP6-007] [REP6-008]. A final update was made to the First Iteration EMP at Deadline 10 [TR010044/APP/6.8v4].</p>			
4.22	Biodiversity Data collection methods,	Chapter 8, Biodiversity [APP-077]	The baseline conditions have been collated from a combination of sources obtained using desk-based and field-based techniques, and	CCC, HDC and SCDC have concerns about the robustness of the baseline survey data.	Not agreed	January 2022

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	baseline data and the identification and sensitivity of relevant features and receptors	<p>Applicant's Response to Relevant Representations [REP1-021]</p> <p>Deadline 1 Submission – Responses to ExA's First Written Questions (WQ1) [REP1-051]</p> <p>Updated Background Biodiversity Information 2021 Technical Note [REP5-007]</p> <p>Aquatic Habitats Surveys 2021 Technical Note [REP5-008]</p>	<p>through consultation with stakeholders.</p> <p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Biodiversity assessment [APP-077].</p> <p>As certain surveys undertaken within the assessment were constrained or limited by factors including land access restrictions, National Highways has shared information with CCC, HDC and SCDC regarding the scope, timing and coverage of surveys undertaken during 2021, and prior to the commencement of construction of the Scheme.</p> <p>Regarding the robustness of the survey data, National Highways notes the Cambridgeshire</p>	<p>2021 habitat survey results have not been incorporated into the Biodiversity Metric 2.0 [REP3-013]</p> <p>A further habitat survey is required to update the biodiversity metric [REP8-012] for habitats that were potentially misidentified as highly distinctiveness habitat in [REP3-013].</p> <p>The bat survey work is not up to Natural England's standard (see NE Deadline 9/10 submissions). For example, further surveys of crossing points are required.</p>		

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		<p>Barn Owl Survey Update Technical Note [REP5-009]</p> <p>Updated Bat Surveys 2021 Technical Note [REP5-010]</p> <p>Great Crested Newt Survey Update Technical Note [REP5-011]</p> <p>Reptile Survey Update Technical Note [REP5-012]</p> <p>Updated Terrestrial Habitat Surveys 2021 Technical Note [REP5-013]</p> <p>Barbastelle Bat Surveys and Mitigation Technical Note</p>	<p>authorities' concerns and refers to its responses to RR-013b, RR-048b and RR-100b [REP1-021].</p> <p>Further biodiversity surveys have been undertaken in 2021 since submission of the DCO application and will continue to be undertaken as described in National Highways' response to Q1.13.3.1 [REP1-051] to increase the robustness of the baseline data and fill any remaining gaps where appropriate. Additional biodiversity survey reports were submitted at Deadline 5 of the Examination [REP5-006 to REP5-013].</p> <p>An updated Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009] was submitted to the Examination at Deadline 8 which was circulated to the Cambridgeshire authorities on 19 January 2022. On 7 January 2022, National Highways met with the Cambridgeshire authorities to discuss bat crossing points</p>			

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		<p>(Rev 4) [REP8-009] The East West Rail 2020 Bat Survey [REP6-053] Complete Bat Survey Results [REP9-030] [REP9-031] [REP9-032]. Applicant's comments on the Biodiversity Net Gain Technical Note [REP8-012]</p>	<p>mitigation. The East West Rail 2020 Bat Survey [REP6-053] was shared with the Cambridgeshire authorities on 7 January 2022. Complete Bat Survey Results were submitted to the Examination at Deadline 9 [REP9-030] [REP9-031] [REP9-032]. The results of the 2021 surveys post-dated the re-calculation of BNG using Metric 2.0. On analysing the survey results, they showed no significant change in habitat area and, or condition, and hence there was no value in re-doing the calculations [REP5-013] [REP5-008]. No further survey is required. National Highways comments on the Biodiversity Net Gain Technical Note were submitted to the Examination at Deadline 8 [REP8-012].</p>			

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4.23	Biodiversity Construction and operational effects	Chapter 8, Biodiversity [APP-077] Applicant's Response to Relevant Representations [REP1-021] Deadline 1 Submission – Responses to ExA's First Written Questions (WQ1) [REP1-051] Updated Background Biodiversity Information 2021 Technical Note [REP5-007] Aquatic Habitats Surveys 2021	The biodiversity assessment [APP-077] has identified that adverse and beneficial effects on habitats, species and designated sites would result from construction and operation of the Scheme; however, none of these effects would be significant. National Highways considers that the assessment findings accurately reflect the likely effects of the Scheme. The Scheme does not impact on scarce arable flora and, hence, no need for a mitigation strategy. Comments from the Cambridgeshire authorities on biodiversity off-setting have been submitted at Deadline 10 of the Examination. National Highways has not been presented with any evidence to counter the conclusion reached, in the biodiversity assessment (Chapter 8, Biodiversity [APP-077]),	<u>Matters raised within the Cambridgeshire Authorities' Relevant Representation</u> An outline for the scarce arable flora mitigation strategy needs to be incorporated into the 1st iteration EMP to demonstrate there will be adequate mitigation [REP9-009]. The Scheme will result in net loss in biodiversity value. A Biodiversity off-setting scheme is required to compensate for the loss of biodiversity value of hedgerows and (high distinctiveness) lowland mixed deciduous woodland. A Biodiversity Net Gain strategy is needed to demonstrate the BNG assessment throughout the detailed design stage, pre-commencement surveys and implementation and management of the landscape scheme and biodiversity offsetting scheme to demonstrate that 'no net loss' in biodiversity value will be delivered.	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Technical Note [REP5-008]</p> <p>Barn Owl Survey Update Technical Note [REP5-009]</p> <p>Updated Bat Surveys 2021 Technical Note [REP5-010]</p> <p>Great Crested Newt Survey Update Technical Note [REP5-011]</p> <p>Reptile Survey Update Technical Note [REP5-012]</p> <p>Updated Terrestrial Habitat Surveys 2021 Technical Note [REP5-013]</p> <p>Barbastelle Bat Surveys and Mitigation</p>	<p>that there is no residual impact that needs to be mitigated. There is no need for any compensation. The results from the Defra metric 2.0 provide a useful indication of biodiversity change but they do not impose any necessity on the National Highways to undertake any further mitigation and, again, there is no need for any compensation.</p> <p>National Highways can confirm that the scope of the baseline data gathered used a combination of desk-based and site-based surveys and investigations which are comprehensive in their coverage, and provides a robust basis upon which the assessment of likely significant effects has been undertaken. The local authorities are referred to its responses to RR-013h, RR-048h and RR-100h. [REP1-021].</p> <p>Additional biodiversity survey reports were submitted at Deadline 5 of the</p>	<p>The uncompensated loss in biodiversity value of hedgerows, high distinctiveness habitats (priority habitats) and medium distinctiveness habitats [REP3-013] are not reflected in Tables 8-8, 8-9 and 8-10 [APP-077].</p> <p>The effect of the development on bats is currently undetermined. The surveys are not up to Natural England standard. Bat mitigation structures / planting must be installed at the early phase of design.</p> <p>Impacts on light-sensitive terrestrial invertebrates cannot be determined, particularly the effect of attracting species from the wider landscape.</p> <p>CCC/SCDC/HDC require consultation on the matter at the detailed design stage, under Requirement 12.</p>		

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		<p>Technical Note (Rev 4) [REP8-009]</p> <p>Habitats Regulations Assessment: Report to Inform Appropriate Assessment [REP8-016]</p>	<p>Examination [REP5-006 to REP5-013].</p> <p>An updated Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009] was submitted to the Examination at Deadline 8 which was circulated to the Cambridgeshire authorities on 19 January 2022.</p> <p>The Habitats Regulations Assessment: Report to Inform Appropriate Assessment was submitted to the Examination at Deadline 8 [REP8-016] and at Deadline 10 in consultation with Natural England.</p> <p>The conclusion that lighting will have no significant impact on insects and other invertebrates is based on:</p> <ul style="list-style-type: none"> The invertebrate fauna of this arable landscape is of low biodiversity value and no likelihood of notable species being impacted. 			

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			<ul style="list-style-type: none"> The majority of the Scheme will be unlit. The proposed lighting as submitted previously is very similar lighting to the current lighting. <p>Improvement in type and direction of lighting for the Scheme could achieve an improvement in the lit environment.</p> <p>Consultation on biodiversity matters will continue throughout the detailed design stage.</p>			
4.24	Biodiversity Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 8, Biodiversity [APP-077] First Iteration EMP [APP-234] [TR010044/APP/6.8v4]	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4] and Biodiversity Pre-commencement Plan [APP-239] [REP8-004] 	<u>Matters raised within Cambridgeshire Authorities' Relevant Representation</u> <ul style="list-style-type: none"> The outline of the scarce arable flora mitigation strategy needs to be agreed and incorporated into EMP [REP9-009]. The impact of lighting on terrestrial invertebrates needs to be discussed and addressed, including details of lighting design (agreed at 	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Environmental Masterplan [APP-091] [REP9-037]</p> <p>Biodiversity Pre-commencement Plan [APP-239] [REP8-004]</p> <p>Schedule of Mitigation [APP-235]</p> <p>Applicant's Response to Relevant Representations [REP1-021]</p> <p>Deadline 1 Submission – Responses to ExA's First Written Questions (WQ1) [REP1-051]</p>	<p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme on habitats, species and designated sites during its construction and operation.</p> <p>The illustrative Environmental Masterplan presents the embedded biodiversity mitigation measures incorporated into the Scheme which are of an appropriate level of detail for the preliminary design phase.</p> <p>The design information illustrated is consistent with that shown on the General Arrangement Plans [APP-011].</p> <p>The design-development and EIA processes have taken account of inter-relationships and overlaps between environmental topics, mitigation measures and design features.</p> <p>The Scheme does not impact on scarce arable flora and, hence, no need for a mitigation strategy.</p>	<p>Agenda item 9, SoCG Biodiversity meeting, 14 Sept 2021)</p> <ul style="list-style-type: none"> Mitigation for impact to elm specialist invertebrates needs to be discussed and agreed. Awaiting further consultation on the feasibility of usage of elm, as set out in the updated First Iteration EMP [REP6-008]. We seek confirmation of the timescales for the consultation process. Meeting took place on 07 Jan 2022 to discuss bat mitigation with National Highways and Natural England. Further details of bat mitigation need to be discussed further and agreed. Biodiversity off-setting to compensate for loss of biodiversity value of hedgerows needs to be discussed and agreed. More details will be required at detailed design stage Biodiversity off-setting to compensate for net loss of high 		

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		<p>Updated Terrestrial Habitat Surveys 2021 Technical Note [REP5-013]</p> <p>First Iteration EMP update at Deadline 6 [REP6-007] [REP6-008]</p> <p>Barbastelle Bat Surveys and Mitigation Technical Note (Rev 4) [REP8-009]</p>	<p>Refer to Ref 4.23 for further responses in relation to the points raised in the Cambridgeshire authorities position on lighting.</p> <p>An update to the First Iteration EMP was submitted at Deadline 6 including further consideration of Elm [REP6-007] [REP6-008].</p> <p>National Highways has not been presented with any evidence to counter that the conclusion reached in the biodiversity assessment (Chapter 8, Biodiversity [APP-077]) that there is no residual impact that needs to be mitigated. There is no need for any compensation. The results from the Defra metric 2.0 provide a useful indication of biodiversity change but they do not impose any necessity on the National Highways to undertake any further mitigation and, again, there is no need for any compensation.</p> <p>An updated Barbastelle Bat Surveys and Mitigation Technical Note (Rev</p>	<p>distinctiveness (priority habitat) [REP3-013] needs to be discussed and agreed.</p> <ul style="list-style-type: none"> Requirements from other disciplines (e.g. requirement for underpasses/works to the local roads) will need to be incorporated into the ecological assessment. For example, potential reductions in junction size, increase in width of local roads and design of underpasses for PRowS (currently under discussions) 		

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			<p>4) [REP8-009] was submitted to the Examination at Deadline 8 which was circulated to the Cambridgeshire authorities on 19 January 2022.</p> <p>Comments from the Cambridgeshire authorities on biodiversity off-setting have been submitted at Deadline 10 of the Examination.</p> <p>Regarding the point on requirements from other disciplines, National Highways requests that further clarification is provided on what is meant by CCC's requirements from <i>'other disciplines will need to be incorporated into the ecological assessment'</i>, as National Highways can confirm that the design-development and EIA processes have taken account of inter-relationships and overlaps between environmental topics, mitigation measures and design features.</p> <p>An update to the Environmental Masterplan was submitted at</p>			

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			Deadline 6 and 9 [REP6-006] [REP9-037].			
4.25	Biodiversity Biodiversity net gain	Chapter 8, Biodiversity [APP-077] Appendix 8.19 [APP-206] Applicant's Response to Relevant Representations [REP1-021] Deadline 1 Submission – Responses to ExA's First Written Questions (WQ1) [REP1-051] Applicant's Response to the Examining Authority's First Round of Written	Although the achievement of a net gain in biodiversity is not a requirement for nationally significant infrastructure projects, National Highways has sought to achieve an increase in biodiversity through the environmental measures incorporated into the design of the Scheme, as set out in Natural England's advice appended to the Scoping Opinion [APP-231]. Using National Highways' Biodiversity Net Gain metric, a net gain of 20.5% across the Scheme has been calculated, when compared to the baseline conditions, as reported in Appendix 8.19 [APP-206]. The calculation of biodiversity net gain also took account of Breedon Quarry being fully restored by the	The local authorities accept that the BNG has been recalculated using the Defra 2.0 metric. However, the re-calculations do not appear to include the results of the re-surveys done in 2021. The Councils request that this is done once the results of the survey work are available. The Cambridgeshire authorities do not agree with the assumptions / limitations in relation to biodiversity net gain. [REP8-012] does not adequately justify the loss of biodiversity value of hedgerows and "trading down" of (high distinctiveness) lowland mixed deciduous woodland. Biodiversity Off-setting scheme needs to be discussed and agreed to compensate for these 'net losses'. A Biodiversity Strategy needs to be discussed and agreed, setting out how BNG gains and losses will be	Not agreed	January 2022

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		<p>Questions [REP1-022]</p> <p>Biodiversity Net Gain: Metric 2.0 [REP3-012 and REP3-013]</p> <p>Updated Terrestrial Habitat Surveys 2021 Technical Note [REP5-013]</p> <p>Aquatic Habitats Surveys 2021 Technical Note [REP5-008]</p> <p>Applicant's comments on the Biodiversity Net Gain Technical Note [REP8-012]</p>	<p>time of Scheme construction commencing.</p> <p>National Highways considers that the methods used to calculate biodiversity net gain are appropriate for the Scheme.</p> <p>National Highways confirmed in its response to the ExA's Q1.3.2.1 [REP1-022] submitted at Deadline 1 its intention to recalculate the performance of the Scheme using the Defra Metric 2.0 metric. Accordingly, this updated calculation has been prepared and submitted into the Examination at Deadline 3 [REP3-012 and REP3-013].</p> <p>The results of the 2021 surveys post-dated the re-calculation of BNG using Metric 2.0. On analysing the survey results, they showed no significant change in habitat area and, or condition, and hence there was no value in re-doing the calculations [REP5-013] [REP5-008].</p>	<p>monitored throughout the scheme to demonstrate 'no net loss' throughout the scheme. This should include the detailed design stage, update surveys and implementation / management of the landscape scheme and aftercare, as well as a biodiversity off-setting scheme.</p>		

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			<p>Chapter 8, Biodiversity of the Environmental Statement [APP-077] has concluded no residual impacts that need to be mitigated and no need for compensation.</p> <p>The Biodiversity Net Gain Technical Note explains that the high distinctiveness woodland habitats were classified on a precautionary basis and the areas are unlikely to be priority habitats and probably a medium distinctiveness habitat. In which case the trading rules do not apply.</p> <p>The Defra metric 2.0 trading rules are a guide to recommend which habitats should be provided in compensation for losses but in certain instances there may be ecological justification for why this is not feasible. The increase in 60+ ha of woodland planting is sufficient to mitigate for the loss of the high and medium distinctiveness woodland</p>			

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			<p>habitats (this has been taken into account in the ES conclusions).</p> <p>National Highways has not been presented with any evidence that the conclusion reached in the biodiversity assessment (Chapter 8 Biodiversity [APP-077]) that there is no residual impact that needs to be mitigated. There is no need for any compensation. The results from the Defra metric 2.0 provide a useful indication of biodiversity change but they do not impose any necessity on National Highways to undertake any further mitigation and, again, there is no need for any compensation.</p> <p>National Highways comments on the Biodiversity Net Gain Technical Note [REP8-012] was submitted at Deadline 8.</p>			
4.26	Biodiversity Drainage ponds	9.41 Joint Position Statement with Natural England and the Local	National Highways refers the Local Authorities to the updated Joint Position Statement on drainage	The Cambridgeshire authorities agreed to this position on 27/01/2022.	Agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Authorities on Drainage Ponds [REP3-026]</p> <p>First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4]</p>	<p>ponds submitted at Deadline 4 of the Examination [REP3-026].</p> <p>Pond 37 will not be lost as part of the Scheme, it will be retained.</p> <p>Pond 83 will not be lost as part of the Scheme, it will be retained. It will be de-silted and will be enhanced by habitat improvement including planting of aquatic plants. There will be a phased programme of work during the construction period. This was included in the First Iteration EMP submitted at Deadline 9 [REP9-009] [REP9-010].</p> <p>Pond 84 will be lost as part of the Scheme, but it is usually dry and does not support a breeding population of Great Crested Newts.</p>			
4.27	<p>Geology and Soils</p> <p>Data collection methods, baseline data and the</p>	Chapter 9, Geology and soils [APP-078]	The baseline conditions relating to geology and soils have been collated using desk-based information sources, and through consultation with stakeholders.	CCC, HDC and SCDC acknowledge the Covid-19 limitations placed on undertaking soil sampling, and are content that it was appropriate for National Highways to base its assessment of the effects of the	Agreed	October 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	identification and sensitivity of relevant features and receptors		<p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice, and are appropriate to inform the assessment of direct and indirect effects reported in the Geology and soils assessment [APP-078].</p> <p>Due to Covid-19 restrictions in 2020/2021, it was not possible for National Highways to undertake sampling in the field to verify existing soil grades and profiles. Accordingly, the assessment has relied upon published information regarding soil grades and their distribution at a regional scale.</p>	Scheme on best and most versatile agricultural land on published data.		
4.28	<p>Geology and Soils</p> <p>Construction and operational effects</p>	Chapter 9, Geology and soils [APP-078]	The assessment has concluded that the Scheme would not result in any significant adverse effects on locally or regionally important geological sites.	CCC, HDC and SCDC are content with the conclusions of the assessment and the significance of the reported effects.	Agreed	October 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			Construction of the Scheme would result in significant adverse effects on areas of land mapped as best and most versatile at a regional scale, these being associated with the permanent loss of agricultural land.			
4.29	Geology and Soils Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 9, Geology and soils [APP-078] Environmental Masterplan [APP-091] [REP9-037] First Iteration EMP [APP-234] [TR010044/APP/6.8v4] Schedule of mitigation [APP-235]	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] and in Chapter 2, The Scheme [APP-071] The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4], are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation.	CCC, HDC and SCDC are content with the form and nature of the embedded and essential mitigation measures as it relates to geology and soils that would be implemented during construction of the Scheme.	Agreed	October 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
4.30	Material Assets and Waste Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 10, Material assets and waste [APP-079]	The baseline conditions have been collated from a variety of sources including desk-based and input from consultees, and are reported in Chapter 10, Material assets and waste [APP-079]. The baseline information collected is appropriate for this Scheme.	CCC is broadly content that the scope of the assessment is sufficiently comprehensive to identify the likely effects of the Scheme on material assets and waste.	Agreed	October 2021
4.31	Material Assets and Waste Construction and operational effects	Chapter 10, Material assets and waste [APP-079]	The material assets and waste assessment concluded no significant effects in the construction and operation of the Scheme.	CCC is broadly content with the conclusions of the assessment and the significance of the reported effects.	Agreed	October 2021
4.32	Material Assets and Waste Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 10, Material assets	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] and in Chapter 2, The Scheme [APP-071] 	<u>Matters raised within Cambridgeshire authorities Relevant Representation</u> <ul style="list-style-type: none"> CCC note that the works and associated haul routes etc. need to be controlled properly from the outset. 	Agreed	January 2022

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		<p>and waste [APP-079] Environmental Masterplan [APP-091] [REP9-037] First Iteration EMP [APP-234] [TR010044/APP/6.8v4] Schedule of mitigation [APP-235] Applicant's Response to Relevant Representations [REP1-021]</p>	<ul style="list-style-type: none"> The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4], are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme during its construction and operation. <p>Regarding the point raised in the Cambridgeshire authorities Relevant Representation, the formation, operation and management of the borrow pits and haul routes will be included and detailed in the management plans as listed within the First Iteration Environmental Management Plan [APP-234] [TR010044/APP/6.8v4]. The addition of this construction related information will form the subsequent iterations of the Environmental Management Plan as it is developed. National Highways refer the local authorities to its responses</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			to RR-013ag, RR-048ag and RR-100ag [REP1-021].			
4.33	Material Assets and Waste Borrow Pits	Borrow Pits Excavation and Restoration Report [REP3-011] Applicant's Comments on Written Representations [REP3-008] First Iteration EMP update at Deadline 6 [REP6-007] [REP6-008] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010]	There is no requirement within the National Policy Statement for National Networks (NPSNN) for transport-related nationally significant infrastructure projects to deliver Biodiversity Net Gain. While the NPSNN requires applicants to show how the project has taken advantage of opportunities to conserve and enhance biodiversity (in paragraph 5.23), there is no policy requirement for individual components of a nationally significant infrastructure project to each provide biodiversity gains. Through discussions with landowners, it has been concluded that the preferred method of borrow pit restoration is to agricultural uses [REP3-008]. A Borrow Pits Management Plan has been submitted to the Examination at Deadline 6 within	Matters raised within Cambridgeshire authorities Relevant Representations (with reference to borrow pit restoration) - CCC believes that inadequate policy assessment has resulted in missed opportunities to maximise biodiversity gain. The relevant policies are Policy 7 and the linked Policy 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021). Relevant submissions: [CLA.D1.WR Section 13]; [CLA.D2.LIR Table 10 Paragraphs 8.9.3-4 & 11.0. Appendix A]; [CLA.D4.WQ1.AC.C Q1.6.2.1 Borrow Pits (pg 2-4)]; [CLA.D4.WR.AC.C Minerals and Waste REP1-048cn pg 27]; [CLA.D6.OS.A.C Topic REP4-058 Borrow Pits]; [CLA.D5.OS.OP.C Borrow Pits]; [CLA.D8.OS.A.C – Section 6.8 First Iteration Environmental Management Plan - Rev 2 – Topic: Appendix R – Borrow Pits]	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		First Iteration EMP update at D§deadline 10 [TR010044/APP/6.8v4]	Annex R of the updated First Iteration EMP [REP6-007] [REP6-008]. The First Iteration EMP was updated further (Rev 3) at Deadline 9 [REP9-009] [REP9-010] and Deadline 10 (Rev 4) [TR010044/APP/6.8v4], including amendments to Annex R: Borrow Pits Management Plan.			
4.34	Noise and Vibration Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 11, Noise and vibration [APP-080]	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Noise and vibration assessment [APP-080].</p> <p>The results of the baseline noise survey have been used to support a</p>	HDC and SCDC is in agreement that the data collected is appropriate for the noise and vibration assessment subject to re assessment/validation if significant changes to input data occurs (i.e. new Traffic Assessments).	Agreed	September 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			validation exercise for the traffic noise prediction modelling.			
4.35	Noise and Vibration Construction and operational effects	Chapter 11, Noise and vibration [APP-080] Applicant Response to Written Representations - [REP3-008]	A thorough noise and vibration assessment has been undertaken for the construction and operation of the Scheme. The noise and vibration assessment concluded several significant effects in the construction and operational periods of the Scheme as described in Chapter 11, Noise and vibration [APP-080] . The Cambourne West development has not been included in the detailed impact assessment tables within the assessment, as the properties would not be occupied prior to construction. However, there is discussion in the assessment of what the noise climate would be like for the Cambourne West receptors when the development is occupied. Refer to National Highways' responses to Written Representations REP1-048bw and REP1-048bx. [REP3-008] .	SCDC now agrees the approach taken following a discussion with the Cambridgeshire authorities on 21/10/2021. HDC is in agreement with the construction and operational effects described within the Environmental Statement for the Huntingdonshire area.	Agreed	Meeting with SCDC and HDC 21/10/21

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4.36	Noise and Vibration Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 11, Noise and vibration [APP-080] Appendix 11.6 of the ES [APP-215] Environmental Masterplan [APP-091] [REP9-037] First Iteration EMP [APP-234] First Iteration EMP update at Deadline 9 [REP9-009] [REP9-010] First Iteration EMP update at Deadline 10	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] and in Chapter 2, The Scheme [APP-071] The essential mitigation measures set out in the First Iteration EMP [APP-234] First Iteration EMP update at Deadline 9, <p>are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme relating to noise and vibration during its construction and operation.</p> <p>The First Iteration EMP contains the individual management plans for the Scheme. The outline measures will be refined and updated as part of the Second Iteration EMP, and where necessary will detail control measures to be implemented that</p>	Commitment to hours of operation of works: <ul style="list-style-type: none"> Construction working hours, “07:00 – 18:00 Monday - Friday and 07:00 – 13:00 Saturday, with no working on Sundays and Bank Holidays, provided that this includes start-up. If start-up is not included, for consistency across the districts, it would be more appropriate for the operating times to be 08:00 – 18:00 Monday - Friday and 08:00 – 13:00 Saturday, with no working on Sundays and Bank Holidays which will allow for a reasonable start-up time. Reference is made to Chapter 2, The Scheme of the Environmental Statement [APP-080] and as outlined in para 1.2.4. (ES 6.3 Appx 11.6) [APP-215]. Core working hours, noise and vibration limits, plant/machinery/equipment type, stakeholder communications and complaint procedures must be 	Not agreed	January 2022

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		<p>[TR010044/APP/6.8v4]</p> <p>Schedule of Mitigation [APP-235]</p> <p>dDCO [APP-025]</p> <p>Applicant's Comments on Written Representations [REP3-008]</p> <p>Applicant's Comments on Deadline 6 Submissions' [REP8-010]</p> <p>Updated Draft Development Consent Order (Tracked) - Rev 5 [REP9-005]</p>	<p>are location or area specific. Prior to the commencement of construction the local authorities will have an opportunity to review and approve the noise mitigation and control measures contained in the Second Iteration EMP through the provisions of Requirement 3 of the dDCO [APP-025].</p> <p>The working hours are appropriate for the Scheme as defined within Requirement 19 of the dDCO [APP-025], will be adhered to throughout the Scheme construction.</p> <p>National Highways will undertake noise measurement surveys during construction, as required. The exact timing, locations and frequency of monitoring will be based on the outcome of the updated construction noise assessment which will be undertaken at detailed design stage. As set out in Chapter 11, Noise and vibration of the Environmental Statement [APP-080] Section 11.10 the performance specification of</p>	<p>agreed and committed in law via a Control of Pollution Act 1974 Section 61 Notice and any deviation from this must be notified to the Environmental Protection Officer at an agreed number of days prior to the deviating event taking place.</p> <ul style="list-style-type: none"> The Councils request additional confirmatory continuous operational noise monitoring be undertaken to confirm modelling predictions at isolated properties around the Potton Road junction and Cambridge Road junction. Additional mitigation measures may be required if significant discrepancies are discovered. Councils request a timely noise insulation/rehousing policy, identifying which residential properties are predicted to experience noise levels above those trigger levels outlined within 		

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			<p>specific operational mitigation measures would be confirmed at the detailed design stage to ensure the performance assumed in the assessment is achieved. Surveys would be undertaken to ensure that measures, such as low noise surfacing materials, were installed as required.</p> <p>Additional information in response to the points raised in the Cambridgeshire authorities Written Representation, is contained within National Highways' responses to REP 1-048bv [REP3-008].</p> <p>The First Iteration EMP has been updated at Deadline 6, Deadline 9 [REP9-009] [REP9-010] and Deadline 10 [TR010044/APP/6.8v4].</p> <p>National Highways met with representatives of the Cambridgeshire authorities on 11 January 2022 in which amendments to Requirement 19 (2) were</p>	<p>BS5228 and the level of mitigation required.</p> <ul style="list-style-type: none"> The Councils request a commitment that works will not to start until certain conditions are met (i.e. affected properties insulated or residents relocated). <p>HDC: During the meeting with National Highways on 11 January 2022, changes to the draft DCO were discussed and agreed, but no firm arrangement has been agreed in writing.</p> <p>SCDC: Currently awaiting written confirmation of agreed changes to DCO by NH before agreeing this issue.</p>		

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			<p>discussed. As a result of this meeting, National Highways propose to make the following amendments to Requirement 19(2) of the draft DCO which will be submitted at Deadline 10:</p> <p>(l) deleting 'including but not' from Requirement 19 (2)</p> <p>(ii) sub clauses (k), (m), (n), and (o) would require agreement with the relevant local authority in advance of works described in these sub clauses taking place</p> <p>These proposed changes were also summarised in National Highways' response to REP6-058j in '9.93 Applicant's Comments on Deadline 6 Submissions' [REP8-010] submitted at Deadline 8 and detailed in '3.1 Updated Draft Development Consent Order (Tracked) - Rev 5' [REP9-005] submitted at Deadline 9.</p>			

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
4.37	<p>Population and Human Health</p> <p>Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	Chapter 12, Population and human health [APP-081]	<p>The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders.</p> <p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with the DMRB and appropriate to inform the assessment of direct and indirect effects reported in the Population and human health assessment [APP-081].</p> <p>National Highways do not plan to supplement the current data as the current data collection is in accordance with DMRB guidance.</p>	<p>CCC, HDC and SCDC are considering further whether the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme. In an email correspondence between the CCC and National Highways on 02/02/2022, CCC specifically asked whether National Highways plan to supplement current data with surveys aimed to capture walkers/cyclist commuting to work as CCC understand that previous surveys were carried out at weekends and during the Covid lock down and consequently are unlikely to capture commuters.</p> <p>CCC, HDC and SCDC are also considering whether there are additional receptors noting there appears to be insufficient consideration of light pollution, severance of remote dwellings and vulnerable groups.</p>	Not agreed	February 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
4.38	Population and Human Health Construction and operational effects	Chapter 12, Population and human health [APP-081]	The population and human health assessment concluded a temporary moderate adverse effect upon users of PRoW 73/17 due to closure during construction of the Caxton Gibbet junction. This is reported in Chapter 12, Population and human health [APP-081]. No significant effects were reported for the operation of the Scheme.	In an email correspondence between the CCC and National Highways on 02/02/2022, CCC noted that issues related to this position had been resolved.	Agreed	February 2022
4.39	Population and Human Health Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 12, Population and human health [APP-081] Environmental Masterplan [APP-091] [REP9-037] First Iteration EMP [APP-234]	The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] are considered appropriate to avoid, prevent or reduce the adverse effects of the Scheme on PRoW and recreational users in relation to: <ul style="list-style-type: none"> • Maintaining connectivity between existing routes, roads and communities. • Providing safe crossing provision over the new dual carriageway. 	In an email correspondence between the CCC and National Highways on 02/02/2022, CCC noted that issues related to this position had been resolved.	Agreed	February 2022

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		[TR010044/APP/6.8v4] Schedule of Mitigation [APP-235]	The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4] are considered appropriate to manage and control the adverse effects of the Scheme on PRow temporarily affected by construction of the Scheme.			
4.40	Road Drainage and the Water Environment Data collection methods, baseline data and the identification and sensitivity of relevant features and receptors	Chapter 13, Road drainage and the water environment [APP-082]	The baseline conditions have been collated using desk-based and field-based techniques, and through consultation with stakeholders. National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Road drainage and the water environment assessment [APP-082]. The baseline information collected is appropriate for this Scheme.	CCC is broadly content that the scope and coverage of surveys undertaken as part of the assessment are sufficiently comprehensive to identify the likely effects of the Scheme on road drainage and the water environment.	Agreed	October 2021

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4.41	Road Drainage and the Water Environment Construction and operational effects	Chapter 13, Road drainage and the water environment [APP-082]	<p>The road drainage and the water environment assessment [APP-077] has identified that adverse and beneficial effects on water quality, hydromorphology, groundwater and drainage would result from construction and operation of the Scheme; however, none of these effects would be significant.</p> <p>National Highways considers that the assessment findings accurately reflect the likely effects of the Scheme.</p> <p>It is the view of National Highways that thorough and comprehensive assessments of Hen Brook and Wintringham Brook have been undertaken, as reported in Chapter 13, Road drainage and the water environment [APP-082].</p> <p>National Highways offered a meeting in August and December 2021, and January 2022 to discuss this position with CCC although no response was received. As of 4</p>	<p><u>Matters raised within Cambridgeshire Authorities' Relevant Representation:</u></p> <ul style="list-style-type: none"> • Further consideration of the impact on Hen Brook and Wintringham Brook is required in terms of water quality. • The LLFA responded to the meeting request to discuss matters with National Highways in January, but have received no further contact from National Highways, and are now awaiting their availability. 	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			February 2022, National Highways have not received a response on availability to a meeting specifically covering SOCG-related matters.			
4.42	Road Drainage and the Water Environment Flood risk assessment	Chapter 13, Road drainage and the water environment [APP-082] Flood Risk Assessment [APP-220] Applicant's Response to Relevant Representations [REP1-021] Flood Risk Assessment Technical Note [REP6-042]	The assessment has concluded that flood risk to and from the construction and operational stages of the Scheme from fluvial, surface water, groundwater and sewer flooding would be low, and accordingly there would be no significant flooding-related effects. Any changes to the Scheme would be controlled by the DCO process and as such any change would be the subject of further assessment. National Highways considers that the assessment findings are robust. In response to the point raised in the Cambridgeshire authorities Relevant Representation on further evidence needed to demonstrate no downstream flooding issues at Wintringham Brook, National	<u>Matters raised within Cambridgeshire Authorities' Relevant Representation:</u> <ul style="list-style-type: none"> Further evidence is needed to demonstrate there are no downstream flooding issues at Wintringham Brook. Flood modelling impact on neighbouring communities needs to be updated and reviewed if changes are made to the Scheme. The LLFA responded to the meeting request to discuss the matters with National Highways in January, but have received no further contact from National Highways, and are now awaiting their availability. 	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>Highways does not agree with this comment and refers the local authorities to its responses to RR-013an, RR-048an and RR-100an [REP1-021].</p> <p>In response to the point raised in the Cambridgeshire authorities Relevant Representation on flood modelling impact on neighbouring communities, National Highways notes this comment and should changes be made to the Scheme, the relevant assessments would be updated accordingly to ensure no impact on neighbouring communities, particularly sensitive receptors such as residential properties.</p> <p>An updated FRA Technical Note has been discussed with the Environment Agency and was issued to the Examination at Deadline 6 [REP6-042].</p> <p>National Highways offered a meeting in August and December</p>			

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			2021, and January 2022 to discuss this position with CCC although no response was received. National Highways have not received a response on availability to a meeting specifically covering SOCG-related matters.			
4.43	Road Drainage and the Water Environment Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 13, Road drainage and the water environment [APP-082] Environmental Masterplan [APP-091] [REP9-037] First Iteration EMP [APP-234] [TR010044/APP/6.8v4]	National Highways considers that: <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4], are appropriate to avoid, prevent, reduce, manage, control and (where necessary) monitor the adverse effects of the Scheme in relation to water quality, hydromorphology, groundwater, drainage and flood risk during its construction and operation.	Greenfield flow restrictions should be applied to SuDs designs and at outfalls, where required. <u>Matters raised within Cambridgeshire Authorities' Relevant Representation:</u> <ul style="list-style-type: none"> Maintaining ponds and outfalls hasn't been discussed and isn't agreed. Preference for the design to include reed planting instead of treatment plants. Design for watercourses and ponds needs early engagement as soon as possible. 	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Schedule of Mitigation [APP-235]</p> <p>Drainage Strategy Report [APP-219]</p>	<p>In response to the point on greenfield flow restrictions and application to SuDs designs and at outfalls, this is already stated in the Drainage Strategy Report [App-219].</p> <p>In response to the points raised in the Cambridgeshire authorities' Relevant Representation:</p> <ul style="list-style-type: none"> • The proposed SuDS form part of the highway drainage of those side roads that will fall to Cambridgeshire County Council (CCC) to maintain in its capacity as Local Highway Authority and not in CCC's capacity as LLFA. The ponds and ditches are shown in the same locations as were included in the General Arrangement plans during consultation of the Scheme. • National Highways has undertaken consultation on watercourses during the pre-application stage of the DCO process through the Flood Risk 	<p>The LLFA responded to the meeting request to discuss the matters with National Highways in January, but have received no further contact from National Highways, and are now awaiting their availability.</p>		

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<p>Water Management Working Group and watercourse technical notes that were submitted to CCC. National Highways' pond designs are in accordance with the National Highways design code (DMRB) and the SuDS Manual (CIRIA, C753). Pond design details are provided in the Scheme Drainage Strategy Report [APP-219].</p> <p>National Highways offered a meeting in August and December 2021, and January 2022 to discuss this position with CCC although no response was received. National Highways have not received a response on availability to a meeting specifically covering SOCG-related matters.</p>			
4.44	Climate Data collection methods, baseline data	Chapter 14, Climate [APP-083]	The baseline conditions relating to climate have been collated using desk-based information sources,	<p><u>Matters raised within CCC, SCDC and HDC SOCG meeting on 08.07.2021:</u></p> <ul style="list-style-type: none"> The Cambridgeshire authorities are satisfied with the methodology used 	Agreed	December 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	and the identification and sensitivity of relevant features and receptors	Applicant's Response to Examining Authority's First Round of Written Questions [REP-1-022]	<p>and through consultation with stakeholders.</p> <p>National Highways considers the scope, coverage and timing of surveys undertaken to establish the baseline conditions and sensitive features and receptors are in line with best practice and appropriate to inform the assessment of direct and indirect effects reported in the Climate assessment [APP-083].</p> <p>An assessment of Green House Gas emissions from the Scheme in the context of the 6th carbon budget has been undertaken and is presented in National Highways' Response to Examining Authority's First Round Written Questions, question 1.4.1.1d [REP1-022]. In summary the assessment against the 6th carbon budget concluded that emissions from the Scheme during the 6th carbon budget period (2032 to 2037) would equate to 226,637tCO₂e, representing 0.024% of the total 6th carbon budget. On this basis the</p>	<p>to inform the assessment and the updating of the assessment to consider the sixth carbon budget. There remain a number of areas where we have requested further information in order to be satisfied that all appropriate mitigation measures have been adopted to minimise greenhouse gas emissions and offset any remaining residual emissions.</p> <ul style="list-style-type: none"> • Following on from ISH4, the Cambridgeshire authorities have made further submissions to the examining body regarding assessment of the Scheme against local carbon budgets as part of our deadline 6 submission. This builds on earlier representations made by the Cambridgeshire authorities regarding assessing the significance of effects against local carbon budgets as discussed at a SoCG meeting on the 8 July 2021. 		

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			<p>Scheme is not considered to have a material impact on the UK Government meeting its carbon reduction targets.</p> <p>The issue of offsetting residual emissions is addressed in our response to 4.45 while our response on the issue of mitigation of construction impacts is covered in 4.46.</p>			
4.45	Climate Construction and operational effects	<p>Chapter 14, Climate [APP-083]</p> <p>Applicant's Response to Relevant Representations [REP1-021]</p> <p>Applicant's Response to Examining Authority's First Round of Written</p>	<p>The assessment has concluded that no significant effects associated with greenhouse gas emissions and climate change would result from the Scheme.</p> <p>In response to the point raised in the Cambridgeshire authorities Relevant Representation on the sixth carbon budget, National Highways refers the local authorities to its responses to RR-013at, RR-048at and RR-100at [REP1-021] and Applicant's Response to Examining Authority's</p>	<p>The Councils are satisfied that consideration has been given to potential impacts on communities adjacent to the Scheme from a climate resilience perspective. Chapter 13, Road drainage and the waster environment of the ES [APP-083] and the associated Flood Risk Assessment [APP-220] do give consideration to flood risk to others, although it is noted that the LLFA have requested further evidence in relation to downstream flooding issues at Wintringham Brook.</p> <p>With regards to wider climate impacts and the significance of effects, while</p>	Not agreed	January 2022

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Questions [REP-1-022]</p> <p>Applicant's comments on Submissions made at Deadline 4' [REP5-014]</p> <p>Construction Phase Greenhouse Gas Emissions [REP4-042] [REP9-017]</p>	<p>First Round Written Questions, question 1.4.1.1d [REP1- 022].</p> <p>With regard to offsetting, National Highways refers the Cambridgeshire authorities to the response to REP4-058t within the 'Applicant's comments on Submissions made at Deadline 4' [REP5-014] made at Deadline 5 of the Examination. An updated Construction Phase Greenhouse Gas Emissions (Rev 2) Technical Note [REP9-017] was submitted to the Examination at Deadline 9.</p>	<p>the emissions associated with the Sixth Carbon Budget appear small when presented against a national budget, they still represent an increase in emissions. As the Scheme will be in operation beyond 2050, the Councils remain of the view that residual emissions should be dealt with, for example via carbon offset. National Highways have now confirmed that they will not be seeking to offset emissions for the construction of the scheme [TR010044/EXAM/9.93 REP6-058au]. We remain of the view that following the application of mitigation measures, residual emissions related to both construction and operation should be dealt with via offsetting, providing an opportunity to test and monitor approaches to offsetting in advance of National Highway's target of net zero for maintenance and construction by 2040. As noted by Transport Action Network [REP6-134g] the next 10 years are critical for reducing emissions in order not to exceed our legally binding carbon</p>		

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				<p>budgets, so we would encourage an approach that seeks to inform National highways policy on offsetting far sooner than 2040.</p> <p>Following on from ISH4, the Cambridgeshire authorities have made further submissions to the Examining Authority regarding assessment of the Scheme against local carbon budgets as part of our Deadline 6 submission. This builds on earlier representations made by the Cambridgeshire authorities regarding assessing the significance of effects against local carbon budgets as discussed at a SoCG meeting on the 8 July 2021. We maintain our position in relation to this matter.</p>		
4.46	Climate Embedded and essential mitigation	Chapter 2, The Scheme [APP-071] Chapter 14, Climate [APP-083]	<p>National Highways considers that:</p> <ul style="list-style-type: none"> The embedded mitigation measures illustrated on the Environmental Masterplan [APP-091] [REP9-037] and within Chapter 2, The Scheme [APP-071] 	The Cambridgeshire Authorities welcome the further detail on construction carbon emissions submitted by the applicant at Deadline 4 of the examination [REP4-042] and have submitted comments on this as part of our Deadline 5 submission. It is	Agreed	December 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		<p>Environmental Masterplan [APP-091] [REP9-037]</p> <p>First Iteration EMP [APP-234] [TR010044/APP/6.8v4]</p> <p>Schedule of mitigation [APP-235]</p> <p>Construction Phase Greenhouse Gas Emissions [REP4-042]</p>	<ul style="list-style-type: none"> The essential mitigation measures set out in the First Iteration EMP [APP-234] [TR010044/APP/6.8v4], are appropriate to reduce the temporary effects of greenhouse gas emissions, during construction of the Scheme. <p>National Highways notes the comments from the Cambridgeshire authorities with regard to providing further details on construction Green House Gas mitigation measures.</p> <p>As set out in our sustainable procurement policy Highways England will look to procure materials that are sustainable, for example low carbon content, where reasonably practicable. National Highways will also assess where materials are being sourced from and, where reasonably practicable, reduce transport mileage, and as</p>	<p>also noted that as the Scheme progresses mitigation measures to reduce emissions will continue to be refined and optimised during detailed design and construction phases, with reference made to further detail as part to the next iteration of the EMP as part of ISH4. The authorities would encourage the applicant to include the specification of construction materials with low embodied carbon such as low temperature asphalt. We would also welcome the opportunity to have sight of updated specifications as these become available.</p>		

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			<p>such our transport carbon emissions.</p> <p>At this outline design stage we are unable to provide more, specific details, but will look to include this information, when known, in the Second Iteration Environmental Management Plan <i>to be published in 2023 and which will be issued to the local authorities for consultation.</i></p> <p>National Highways have submitted a Technical Note providing a detailed breakdown of construction carbon emissions at Deadline 4 of the Examination [REP4-042].</p>			
4.47	<p>Assessment of Cumulative Effects</p> <p>Baseline data</p>	<p>Chapter 15, Assessment of cumulative effects [APP-084]</p> <p>Appendix 15.1 Long list of other developments [APP-228]</p>	<p>National Highways has undertaken an assessment of the likely significant cumulative effects of the Scheme on the environment resulting from the cumulation of effects with other existing and/or approved developments and</p>	<p>The Cambridgeshire Authorities welcome the commitment from NH to keep progression of East West Rail under review and to update the cumulative impacts assessment should more detailed information be made available during the DCO examination.</p>	Agreed	December 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
		Appendix 15.2 Assessment matrix [APP-229] Applicant's Response to Relevant Representations [REP1-021]	<p>projects. The assessment has considered:</p> <ul style="list-style-type: none"> • Existing completed projects. • Approved but uncompleted projects. • Ongoing activities. • Plans or projects for which an application has been made and which are under consideration by consenting authorities; and • Plans and projects which are reasonably foreseeable. <p>Cumulative developments and projects were initially identified through a long list [APP-228], with qualifying developments subsequently shortlisted [APP-229] for consideration in the assessment.</p> <p>National Highways considers that its approach to identifying other development projects, their shortlisting and subsequent inclusion in the cumulative effects</p>			

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			<p>assessment is robust and appropriate.</p> <p>Regarding the point raised on the cumulative effects with East West Rail, National Highways refers the local authorities to its responses to RR-013au, RR-048au and RR-100au. The East West Rail project was discounted from further consideration in the cumulative effects assessment. Notwithstanding this, National Highways continues to review the progression of the East West Rail project and will accordingly update its status within the cumulative effects assessment in the event of a scoping report or similar information being published for the project during the DCO Examination.</p>			
4.48	Assessment of Cumulative Effects	Chapter 15, Assessment of cumulative effects [APP-084]	The cumulative effects assessment has concluded that significant adverse cumulative effects would occur in relation to the effects of the following topics interacting	CCC, HDC and SCDC are content with the conclusions of the assessment and the significance of the reported effects.	Agreed	October 2021

Ref	Issue	Document reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
	Construction and operational effects	Appendix 15.1 Long list of other developments [APP-228] Appendix 15.2 Assessment matrix [APP-229]	cumulatively with the effects of other planned projects and developments: <ul style="list-style-type: none"> • Landscape and visual effects [APP-076] • Noise and vibration [APP-080] No significant cumulative effects have been identified in relation to other environmental topics. National Highways considers that the outcomes of the cumulative effects assessment (in relation to development interactions) are accurate.			

Table 3-3-5 – Archaeological Matters

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
5.1	Archaeology mitigation areas	Archaeological Mitigation Strategy [APP-238] [TR010044/EXAM/9.23v4]	<p>The extent and methodology of the following mitigation areas have been agreed:</p> <ul style="list-style-type: none"> • Site 12, Field 56 • Site 13, Field 58 • Site 15, Field 64-5 • Site 16, Field 66 • Site 17, Field 69-70 • Site 21, Field 59 • Site 22, Field 77 • Site 25, Field 85 • Sites 29 & 30, Field 92 • Site 31, Field 93 • Site 40, Field 99 <p>The following site has been completed by Urban and Civic:</p> <ul style="list-style-type: none"> • Site 14, Field 59 	These sites are agreed by CCC except Site 17.	Agreed	25/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			No further work is required.	CCC agree that no further work is required for the A428 scheme at Site 14, field 59.		
5.2	Archaeology mitigation areas	Archaeological Mitigation Strategy [APP-238] [TR010044/EXAM/9.23v4]	<p>The extent of the following mitigation areas has not been agreed, although the methodology is agreed:</p> <ul style="list-style-type: none"> • Site 10, Field 53 • Site 11, Field 54 & 56 • Site 18, Field 73 & 74 • Site 32, Field 94 • Site 33, Field 94 • Site 34, Field 95 • Sites 36, 37, 38 & 39, Field 97 <p>The methodology for the following mitigation areas has not been agreed, although the extent is agreed:</p> <ul style="list-style-type: none"> • Site 20, Field 75-76 	<p>CCC do not agree with the extent for the archaeology mitigation areas mentioned below:</p> <ul style="list-style-type: none"> • Site 10, Field 53 • Site 11, Field 54 & 56 • Site 18, Field 73 & 74 • Site 34, Field 95 • Sites 36, 37, 38 & 39, Field 97 <p>CCC do not agree with the methodology for the archaeology mitigation areas mentioned below:</p> <ul style="list-style-type: none"> • Site 17, Field 70 • Site 20, Field 75-76 • Site 27, Field 88 • Site 32, Field 94 • Site 35, Field 69 & 70 West 	Not agreed	25/10/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
			<ul style="list-style-type: none"> • Site 27, Field 88 (NB this was previously stated as agreed 02/02.21) • Site 35, Field 69 & 70 West <p>The methodology and extent of the following mitigation areas has not been agreed:</p> <ul style="list-style-type: none"> • Site 19, Field 58-62 • Site 23, Field 80 • Site 24, Field 83 & 84 • Site 26, Field 86 • Site 28, Field 90 <p>Discrepancies are described in the EIA table above, and in National Highways' comments on submissions made at Deadline 5 from the Cambridgeshire Authorities submitted at Deadline 6.</p>	<p>CCC do not agree with the extent or methodology for the archaeology mitigation areas mentioned</p> <ul style="list-style-type: none"> • Site 19, Field 58, 62 • Site 23, Field 80 • Site 24, Field 83-84 • Site 26, Field 86 • Site 28, Field 90 • Site 33, Field 94 <p>The Councils are currently considering NH's latest responses received 10/12/21 and will provide an update at a future iteration of this SoCG.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
5.3	Setting of heritage assets	<p>HDC Issues and Analysis Record issued to HE (20210625)</p> <p>Chapter 6, Cultural heritage of the ES [APP-075]</p> <p>Appendix 6.1 of the Environmental Statement [APP-163]</p>	<p>Chapter 6, Cultural heritage of the ES [APP-075] includes assessment of effects on the setting of heritage assets, including those outside the application area within a study area agreed with the statutory bodies prior to the assessment being undertaken.</p> <p>The Historic England guidance on assessing setting is detailed in paragraph 6.3.16b, while the impact assessment can be found in paragraphs 6.9.191-6.9.246 for construction effects, and 6.9.249 – 6.9.284 for operational effects.</p> <p>Paragraph 6.9.4 d. states “Any listed building recorded in Appendix 6.1 of the Environmental Statement [APP-163], and not discussed below, will not be significantly affected as a result of construction or operation of the Scheme.” This includes Tithe Farmhouse, Cambridge Road (1211328) and barn (1211327).</p>	<p>Whilst the EIA considers direct impact on heritage assets it does not appear to consider the impact of the development on the setting of heritage assets outside the application area. As setting can form part of the significance of a heritage asset then this should also have been considered. The impact on Tithe farmhouse Cambridge Road 1211328 and barn 1211327 would be relevant.</p>	Agreed	November 2021

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council Position	Status	Date
5.4	Council archaeology brief	Archaeological Mitigation Strategy [APP-238] [TR010044/EXAM/9.23v4]	A brief has been prepared by the Curators at the councils. This is designed to facilitate the production of the Site Specific Written Schemes of Investigation (SSWSIs) by the Archaeological Contractor. The contents of this brief have been taken into account when detailing the overarching scope of works in Part Two of the Archaeological Mitigation Strategy. Following discussions, the brief has been revised and agreed, and is appended to the updated AMS submitted at Deadline 3.	CCC note that a brief must be in place. A revised updated brief (Joint Authorities' Archaeology Brief) has been reissued to HE (23/08/21) which is appended to the revised Archaeological Mitigation Strategy submitted at Deadline 3 of the Examination.	Agreed	October 2021

Table 3-6 – Highways, Design and Public Rights of Way Matters

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Highways Design General Matters					
6.1	Commitment to Vision Zero – Highways elements	Cambridgeshire County Council Joint Relevant Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>The strategic highways network is operated, maintained and managed by National Highways which, by 2040, aims for no one to be killed or seriously injured while travelling on or working on the network.</p> <p>The Scheme has considered these targets through proposals to ensure that National Highways aligns with National Highways' targets. This aligns with the principles set out in Vision Zero that no human being should be killed or seriously injured as the result of a road collision and sets ambitious targets for a 50% reduction in people killed and seriously injured by 2030 and working towards zero fatalities and severe injuries by 2040.</p>	It has been agreed with the Applicant, that as National Highways are already part of the Vision Zero Partnership, then no further 'enforceable commitment' is required.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			This issue has been broken down into separate points below 6.1.1-6.1.2			
6.1.1	Vision Zero - Highways	Cambridgeshire County Council Joint Relevant Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>From a highways perspective, National Highways' targets align with the principles set out in Vision Zero Partnership Delivering Safer Roads for Cambridgeshire and Peterborough that no human being should be killed or seriously injured as the result of a road collision and sets ambitious targets for a 50% reduction in people killed and seriously injured by 2030 and working towards zero fatalities and severe injuries by 2040.</p> <p>As a result of the above National Highways does not accept that an enforceable commitment to Vision Zero is necessary.</p>	It has been agreed with the Applicant, that as National Highways are already part of the Vision Zero Partnership, then no further 'enforceable commitment' is required.	Agreed	
6.1.2	Vision Zero - DMRB Use	Cambridgeshire County Council Joint Relevant Representation with SCDC and	National Highways has designed horizontal and vertical geometry of local highways authority roads to the standards prescribed within the DMRB.	It has been agreed with the Applicant, that as National Highways are already part of the Vision Zero Partnership, then no further 'enforceable commitment' is required.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
		<p>HDC [RR-013] and [RR-048] and [RR-100].</p> <p>Written Question Response 2.11.2.1 [REP5-017]</p>	<p>National Highways has proposed carriageway cross section widths which mimic the existing local road widths (in some cases improving them) to which the proposals tie into.</p> <p>This position has been taken from the standpoint of safety following Road Safety Auditor Comments and aligns with studies in the field from Transport Laboratory Report TRL564 - Road design measures to reduce drivers' speed via 'psychological' processes: A literature review.</p> <p>National Highways concludes that the use of fully DMRB compliant cross sections in areas of unlit local highway authority roads will give users a false sense of increased road standard causing increased driver speeds. As the proposals only affect a short section of each local road (all of which are lower classification roads), this false sense of improved standard (given by upgrading the roads to the</p>			

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			standards of A-Class roads) could lead to unnecessary and avoidable road collisions when the drivers are then unexpectedly faced with returns to narrower carriageways and tighter geometries of the existing road condition within unlit areas. National Highways seeks confirmation from Cambridgeshire what further measure they seek.			
6.2	Impact of Construction Phase upon the Highway Network	Cambridgeshire County Council Joint Relevant Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	National Highways has provided comprehensive construction traffic flow impacts in the Transport Assessment [APP-241] and [APP-242], the Transport Assessment Annex [APP-243] and the Outline Construction Traffic Management Plan [APP-024]. National Highways has also provided HGV Construction Traffic Flows [REP9-035] Table 12-1: Technical engagement with local authorities within the Scheme Consultation Report [APP-033] demonstrates that results from	The impact on network from construction traffic and re-routing needs to be understood and how any adverse impacts will be mitigated. OCTMP Nov version 3.25.2 mentions gathering data. CCC require the tasks outlined in Table 3 (modelling) to be undertaken before this can be agreed. CCC seeks appropriate recompense for damage caused to the local network by extraordinary traffic. Highway condition survey and repairs	Not agreed	February 2022

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>the assessments undertaken have been presented to local councillors, officers and local forums of all the local authorities.</p> <p>National Highways deems the information provided to the Local Authority to be sufficient enough to understand the impact from construction traffic and re-routing is and what proposed mitigation to adverse impacts are.</p> <p>Where CCC is of the view that damage has been caused by National Highways' 'extraordinary traffic' along the local highway network during construction there is already a defined process within section 59 of the Highways Act 1980 which would allow CCC to be compensated for any damage proven to have been caused by National Highways' construction traffic.</p>	<p>was addressed in 3.2.5 of Nov version of OCTMP.</p> <p>S 59 of the Highways Act provides for a sum by way of compensation for damage caused by extraordinary traffic to be agreed, thus obviating the need for future discussion between CCC and NH on this point. This is CCC's preferred resolution.</p> <p>Authorities are considering latest OCTMP and REP9-035 and will respond at Deadline 10.</p>		
6.3	The Outline Construction Management	Cambridgeshire County Council Joint Relevant	As shown by the process set out below there is a sufficient opportunity for the host authorities	It is agreed that the detail will be set out in the Traffic Management Plan.	Agreed	20/12/21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Plan [APP-244]	Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>to be consulted upon the Traffic Manager's role and responsibilities in the Traffic Management Plan.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) [APP-244] sets out the temporary traffic management processes that will be followed for the safe and efficient construction phases of the Scheme. The development of the OCTMP has been informed through discussions with the Strategic Road Users Technical Working Group which includes representatives from local authorities.</p> <p>Following a grant of development consent for the Scheme, relevant local highway authorities will have the opportunity to comment on a Traffic Management Plan, which must substantially accord with the OCTMP [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the</p>	<p>This will need to include agreed strategies for all highways (PRoW as well as roads).</p> <p>The detailed traffic management plan will contain more detail about this.</p> <p>Awaiting detailed TMP.</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p> <p>This issue has been broken down into separate points 6.3.1- 6.3.3</p>			
6.3.1	CCC Input into Traffic Management Plan	The Outline Construction Management Plan [APP-244]	<p>As shown by the process set out below there is a sufficient opportunity for the host authorities to be consulted upon the Traffic Manager's role and responsibilities in the Traffic Management Plan.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) [APP-244] sets out the temporary traffic management processes that will be followed for the safe and efficient construction phases of the Scheme. The development of the OCTMP has been informed through discussions with the Strategic Road Users Technical Working Group</p>	<p>It is agreed that the detail will be set out in the Traffic Management Plan.</p> <p>This will need to include agreed strategies for all highways (PRoW as well as roads).</p> <p>The detailed traffic management plan will contain more detail about this.</p> <p>Awaiting detailed TMP.</p>	Agreed	December 21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>which includes representatives from local authorities.</p> <p>Following a grant of development consent for the Scheme, relevant local highway authorities will have the opportunity to comment on a Traffic Management Plan, which must substantially accord with the OCTMP [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p>			
6.3.2	Proposals within the OCTMP	The Outline Construction Traffic Management Plan [APP-244]	The Outline Construction Traffic Management Plan (OCTMP) [APP-244] sets out the temporary traffic management processes that will be	As set out in 6.3.3 this will be detailed in the TMP	Agreed	December 21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>followed for the safe and efficient construction phases of the Scheme. The development of the OCTMP has been informed through discussions with the Strategic Road Users Technical Working Group which includes representatives from local authorities.</p> <p>Following these discussions and feedback from the Strategic Road Users Technical Working Group and Cambridgeshire County Council it is National Highways' position that the Local Authority is happy with the draft proposals set out within the Outline Construction Traffic Management Plan except for the following item which is addressed in the item below:</p> <p>The role of the Traffic Manager</p>			
6.3.3	Role of the Traffic Manager	The Outline Construction Traffic Management Plan [APP-244]	The role of the Traffic Manager (Traffic Safety and Control Officer (TSCO)) is outlined in the OCTMP and will be developed further within the Traffic Management Plan.	Agreed process (e.g. Road booking process).	Agreed	December 21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			National Highways requests clarification from CCC on which elements they are not content.			
6.4	The Outline Construction Management Plan [APP-244]	Cambridgeshire County Council Joint Relevant Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>The permitted construction network routes are suitable and do not need to be revised.</p> <p>The restrictions sought are sufficiently set out in the Outline Construction Traffic Management Plan as noted below.</p> <p>Paragraph 3.3.1 of the Outline Construction Traffic Management Plan [APP-244] sets out a number of restrictions as follows:</p> <ul style="list-style-type: none"> Construction traffic will not be permitted to use a number of specifically identified side roads for the duration of the Scheme construction phase. Appendix C of the Outline Construction Traffic Management Plan [APP-244] sets out the restricted routes. Carriageway and lane restrictions will be used to 	<p>There have been some changes such as restricting the route by Ernulf Academy which are welcomed.</p> <p>Change to add Hitlon is welcomed.</p>	Agreed	December 21

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>create safe working spaces. Indicative closure times are set out in Table 3.1 within the Outline Construction Traffic Management Plan [APP-244]. The indicative closures are shown as being operational for overnight periods.</p> <ul style="list-style-type: none"> • Strategic diversion routes will be in place when there are closures on sections of the A428, A421 and the A1. Appendix D of the Outline Construction Traffic Management Plan [APP-244] sets out drawings showing the diversion routes. • Temporary traffic signals will be used during off peak hours on the approaches to Cambridge Road junction. During peak hours Cambridge Road junction will use all available lanes with the use of temporary road narrowing. Full carriageway closures will only be implemented at night or at 			

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>weekends. Para 3.6.3 of the Outline Construction Traffic Management Plan [APP-244].</p> <ul style="list-style-type: none"> The number of operating lanes approaching Caxton Gibbet junction will also be reduced when necessary, during off peak hours with the use of temporary signals. During peak hours Caxton Gibbet junction will use all available lanes. Temporary road narrowing will be used. Full carriageway closures will only be implemented at night or at weekends. Para 3.6.4 of the Outline Construction Traffic Management Plan [APP-244]. Speed restrictions and temporary speed limits (to be dealt with by temporary traffic regulation orders). <p>Following the grant of development consent for the Scheme, relevant local highway authorities will have the opportunity to comment on the</p>			

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>Traffic Management Plan, which must substantially accord with the Outline Construction Traffic Management Plan [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.</p> <p>National Highways discussed routes with CCC at a meeting on 17 May 2021 and made changes where possible.</p>			

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6.5	The Construction Programme	Cambridgeshire County Council Joint Relevant Representation with SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Sufficient information regarding the construction programme is contained within the Application in Chapter 2, The Scheme of the Environmental Statement [APP-071]. Further detailed construction works information will be provided at the detailed design stage of the Scheme.</p> <p>Sufficient information for this stage is provided within the Application about the timings of closures with indicative timings for closures set out in the Outline Construction Traffic Management Plan [APP-244].</p> <p>The relevant local highway authorities will have the opportunity to comment on a Traffic Management Plan, which must substantially accord with the Outline Construction Traffic Management Plan [APP-244]. Requirement 11 of the draft Development Consent Order (dDCO) [APP-025] makes provision for the preparation of a</p>	<p>CCC require more information on the construction programme and timings for closures including the impact on the PROW network and thus health and well-being.</p> <p>Temporary alternative routes need to be agreed with CCC.</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			Traffic Management Plan, that must be consulted upon with the relevant local highway authority before being submitted to the Secretary of State for approval. In making an application to discharge the requirement, a summary report is required to be prepared which must include the written responses from any parties consulted with.			
	Geometry and Design Standards					
6.6	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>National Highways has designed sections of non-trunk roads to suit the nature of the existing road, which in some cases are old roads that have not been designed to any standard.</p> <p>National Highways is committed to keeping the nature of the existing road to remove unnecessary safety risks. Having localised areas of wider road has been shown to increase driver speeds and</p>	<p>Approval for highway design (including PROW) and adoption of standards is not yet agreed, although in discussions the week commencing 31 January 2022, National Highways has indicated that they were agreeable to this in principle</p> <p>The submitted plans do not take account of CCC's requirements regarding Local Road Highway Design Principles. As such the proposals include unnecessary</p>	Agreed	20/01/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	e District Council (HDC) areas		<p>increase the temptation for drivers to attempt overtaking which may lead to accidents. Furthermore, the proposed stretches of road are not lit which will compound the safety concerns as at night, drivers will become accustomed to wider roads only to then be tapered back down to the existing cross sections and geometry.</p> <p>Design guides or standards such as the Design Manual for Roads and Bridges (DMRB) or Manual for Streets (MfS) have been used to facilitate this.</p> <p>This section has been further broken down as per below points 6.6.1 - 6.6.25.</p>	<p>Departures of Standard for carriageway widths/cross sections. The principles to be applied in the design and construction of the Scheme's local roads within Cambridgeshire are as follows:</p> <ul style="list-style-type: none"> • Consistent application of the Manual of Contract Documents for Highway Works (MCHW) standards and specifications. • Full compliance with standards wherever possible. • The methods of highway drainage should be considered at the preliminary design stage. • Holistic design approach is required to avoid unnecessary maintenance risk/cost to the County Council. <p>At the meeting on 18/10/21 National Highways agreed to break down this section of the SoCG (at Deadline 6) to schedule out the various design parameters at each location so it would be clear what was proposed</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				<p>and agreed/not agreed at each location</p> <p>CCC's response to WQ 2.11.2.1 REP4-056 sets out in detail why departures for 6m reduced cross sections will not be acceptable on Potton Road/ B1046 and Toseland Road, 6m width is incompatible with 100km/h design speed.</p> <p>Further discussion has taken place between the Applicant and CCC at the meeting on 14/12/21. Although no agreement has been reached on proposed cross sections it was re-emphasised that although 6.0m is considered too narrow for 100km/h roads, properly justified departure applications for reduced width below 9.3m (1.0+7.3+1.0) carriageway width would be favourably considered.</p> <p>Further discussion on 26/01/22 indicated that revised road width proposals put forward by the Applicant are likely to be acceptable to Cambridgeshire CC. These will be</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				recorded in the 'Local Highway Standards' document. However the verge widths are not yet agreed.		
6.6.1	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>National Highways has used the geometrical design standards within the DMRB for the design of the proposed B1046 and accesses. : In accordance with the DMRB standards departures are being sought for the following elements, which is predominantly driven by safety issues:</p> <ul style="list-style-type: none"> - Cross Section - Width of verge <p>National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed the wider elements such as edge details will also be developed.</p>	<p>Further discussion has taken place between the Applicant and CCC at the meeting on 14/12/21. Although no agreement has been reached on proposed cross sections it was re-emphasised that although 6.0m is considered too narrow for 100km/h roads, properly justified departure applications for reduced width below 9.3m (1.0+7.3+1.0) carriageway width would be favourably considered.</p> <p>Further discussion on 26/01/22 indicated that the revised road width proposal for B1046 (0.5m+6.3m+0.5m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.</p>	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	B1046 standards		National Highways have agreed the 4.5m minimum width on the bridge but not the 5m on embankments due to constraints. National Highways are maintaining DCO geometry for embankments due to impact on landscaping and drainage.	However verge widths are not yet agreed.		
				One verge of the B1046 should be wide enough and free of significant obstructions to accommodate future provision of shared use NMU – approx. 5m min width on embankments tapering to 3.5m min on bridge. Bridge parapet to be equestrian height 1.8m on NMU side .	Not agreed	
6.6.2	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshir	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	A departure from DMRB standard has been proposed for the carriageway cross-section of the B1046. The surveyed width of the existing carriageway is generally 5.7m. To ensure a safe outcome by maintaining consistency to the	As above 6.6.1 Further discussion on 26/01/22 indicated that revised road width proposal for B1046 (0.5m+6.3m+0.5m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	e District Council (SCDC) and Huntingdonshire District Council (HDC) areas B1046 Carriageway Width		existing carriageway in this location, the proposed carriageway width is 6.0m comprised of two 3m lanes with no hard strips. National Highways agrees with the Cambridgeshire authorities' position following further discussions on 26 January 2022.	the 'Local Highway Standards' document.		
6.6.3	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	It is appropriate for National Highways to propose a typical verge width, subject to widening requirements, of 3.5m (off structure) and a minimum of 2.5m (on structure) along the proposed B1046. National Highways has proposed 2.5m on the embankments due drainage and landscape constraints – the Local Authorities can extend the embankment to accommodate future p-provision. On the bridge we have proposed asymmetric verges to provide future provision over the bridge structure on one side – 4.5m	As above for 6.6.1 The verge widths are not yet agreed. One verge of the B1046 should be wide enough and free of significant obstructions to accommodate future provision of shared use NMU – approx. 5m min width on embankments tapering to 3.5m min on bridge. Bridge parapet to be equestrian height 1.8m on NMU side	Not Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	B1046 Verge Width		one side and 1.2m on the other side. National Highways are not providing the 1.8m parapet but the design will be able to accommodate a bolted on element to increase the height for future provision should the LA seek to provide.			
6.6.4	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	National Highways deem it appropriate to use the clearance parameters within the Energy Networks Association (ENA Technical Specification 43–8 Overhead Line Clearances) and Avoiding danger from overhead power lines and Health & Safety Executive Guidance Note GS6 (Fourth edition) for the vertical clearances between the overhead power cables and the proposed local roads within the Councils area.	Accepted	Agreed	
6.6.5	Design Standards for Junctions and	The Joint Relevant Representations for CCC, SCDC and	National Highways has used the geometrical design standards within the DMRB for the design of the	Further discussion has taken place between the Applicant and CCC at the meeting on 14/12/21. Although no		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas Potton Road Standards	HDC [RR-013] and [RR-048] and [RR-100].	<p>proposed Potton Road and accesses. In accordance with the DMRB standards, departures are being sought for the following elements, which are predominantly driven by safety issues:</p> <ul style="list-style-type: none"> - Cross Section - Width of verge <p>National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed, the wider elements such as edge details will also be developed</p>	<p>agreement has been reached on proposed cross sections it was re-emphasised that although 6.0m is considered too narrow for 100km/h roads, properly justified departure applications for reduced width below 9.3m (1.0+7.3+1.0) carriageway width would be favourably considered.</p> <p>Further discussion on 26/01/22 indicated that the revised road width proposal for Potton Road (0.3m+6.0m+0.3m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.</p>	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				Verge width is agreed at 2.5m	Agreed	
6.6.6	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas Potton Road Carriageway width	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	A departure from DMRB standard has been proposed for the carriageway cross-section of the Potton Road. The surveyed width of the existing carriageway is generally 5.3m. To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 6.0m comprised of two 3m lanes with no hard strips. National Highways agrees with the Cambridgeshire authorities' position following further discussions on 26 January 2022.	As above for 6.6.5 Further discussion on 26/01/22 indicated that the revised road width proposal for Potton Road (0.3m+6.0m+0.3m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.	Agreed	
6.6.7	Design Standards for Junctions and Roads in Cambridgeshir	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and	It is appropriate for National Highways to propose a typical verge width of 3.5m (off structure) along the proposed Potton Road.	Further discussion on 26/01/22 indicated that the revised verge width is proposed at 2.5m (including 0.3m carriageway edge strip). This is acceptable to Cambridgeshire CC.	Agreed	07/01/22

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	e County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas Potton Road Verge Width	[RR-048] and [RR-100].	National Highways agrees with the Cambridgeshire authorities' position following further discussions on 26 January 2022.			
6.6.8	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	National Highways has used the geometrical design standards within the DMRB for the design of the proposed Cambridge Road Junction and accesses. In accordance with the DMRB standards departures are being sought for the following elements, which are predominantly driven by safety issues: - Cross Section - Width of verge	The realigned sections of the detrunked A428 should generally comply with DMRB standards: 7.3m carriageway plus 1.0m hardstrips either side. Where short sections are realigned, departures for cross sections to match the existing road will be considered. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	e District Council (HDC) areas A428/ re-aligned Cambridge Road Standards		National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed the wider elements such as edge details will also be developed. On the south it is 6.8m wide with no edge strips.			
6.6.9	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	Location - Realigned section of detrunked A428 for the eastern arm of the proposed southern roundabout for Cambridge Road Junction. A departure from DMRB standard has been proposed for the carriageway cross-section of the existing Cambridge Road to be detrunked. The surveyed width of the existing carriageway is generally 7.4m. To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is	The realigned sections of the detrunked A428 should generally comply with DMRB standards:7.3m carriageway plus 1.0m hardstrips either side. Where short sections are realigned, departures for cross sections to match the existing road will be considered. Kerbed 7.3m will be acceptable. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	A428/Cambridge Road junction east – carriageway widths		7.3 comprised of two 3.65m lanes with no hard strips.			
6.6.10a	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	It is appropriate for National Highways to propose a typical verge width, subject to widening requirements, of 2.5m (off structure) and a minimum of 2.5m (on structure) along the proposed Cambridge Road Junction where there is no NMU route.	A verge width of 2.5m excluding hard strip may be acceptable on one side, but CCC generally require the provision of a minimum 3m NMU alongside the old A428, with setback from the road where possible.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.6.10b	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas A428/Cambridge Road junction east – verge widths	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	Location: A428/Cambridge Road junction east – verge widths. National Highways agrees with the position set out in the Joint LA column.	Following further discussion on 26/01/22, a minimum 2.5m verge to the south and minimum 5.5m to the north is acceptable. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.6.11	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>National Highways has used the geometrical design standards within the DMRB for the design of the proposed Toseland Road and accesses. In accordance with the DMRB standards departures are being sought for the following elements, which are predominantly driven by safety issues:</p> <ul style="list-style-type: none"> - Cross Section - Width of verge <p>National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed the wider elements</p>	Further discussion on 26/01/22 indicated that a revised road width proposal for Toseland Road (0.5m+6.3m+0.5m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Toseland Road – design standards		such as edge details will also be developed	One verge of Toseland Road should include provision of a shared use NMU path of a minimum of 3.0m – so the verge needs to be approx. 5.5m min wide on embankments tapering to 4.5m min on the bridge. Bridge parapet to be equestrian height 1.8m on NMU side.	Not agreed	
6.6.12	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>A departure from DMRB standard has been proposed for the carriageway cross-section of Toseland Road.</p> <p>The surveyed width of the existing carriageway is generally 5.4m.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 6.0m comprised of two 3m lanes with no hard strips.</p> <p>National Highways agrees with the Cambridgeshire authorities' position</p>	<p>As above 6.6.11</p> <p>Further discussion on 26/01/22 indicated that a revised road width proposal for Toseland Road (0.5m+6.3m+0.5m) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.</p>	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.6.14	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas Eltisley Link – design standards	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	National Highways has used the geometrical design standards within the DMRB for the design of the proposed Eltisley Link and accesses. In accordance with the DMRB standards departures are being sought for the following elements, which is predominantly driven by safety issues: - Cross Section - Width of verge National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed the wider elements such as edge details will also be developed.	The realigned sections of the detrunked A428 should generally be 7.3m carriageway. Where short sections are realigned, departures for cross sections to match the existing road will be considered. This will be recorded in the 'Local Highway Standards' document.	Agreed	
6.6.15	Design Standards for Junctions and Roads in Cambridgeshire	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and	Location - Realigned section of detrunked A428 for the western arm of the proposed southern roundabout at the Eltisley crossover.	The realigned sections of the detrunked A428 should generally be 7.3m carriageway. Where short sections are realigned, departures for	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	e County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	[RR-048] and [RR-100].	<p>A departure from DMRB standard has been proposed for the carriageway cross-section of A428 Cambridge Road to be detrunked.</p> <p>The surveyed width of the existing carriageway is generally 7.8m, which includes hatched markings between the opposing traffic lanes.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 7.8m comprised of two 3.4m lanes separated by 0.4m wide diagonal hatching, with 0.3m hard strips.</p>	<p>cross sections to match the existing road will be considered.</p> <p>This will be recorded in the 'Local Highway Standards' document.</p>		
6.6.16	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Location - Link crossing over proposed A428 D2AP between northern and southern roundabout for the Eltisley Crossover.</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of A428 Cambridge Road to be detrunked.</p>	<p>The link is new build and does not tie in to existing carriageway</p> <p>Further discussion on 26/01/22 indicated that a revised road width proposal for Eltisley Link crossing over proposed A421 (7.3m, no hard strip) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This</p>	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	(SCDC) and Huntingdonshire District Council (HDC) areas		<p>The surveyed width of the existing carriageway is generally 7.4m.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 7.4m comprised of two 3.4m lanes with 0.3m hard strips.</p>	will be recorded in the 'Local Highway Standards' document.		
6.6.17	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Location - Realigned section of detrunked A428 for the eastern arm of the proposed northern roundabout at the Eltisley crossover.</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of A428 Cambridge Road to be detrunked.</p> <p>The surveyed width of the existing carriageway is generally 7.4m.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is</p>	<p>The realigned sections of the detrunked A428 should comply with DMRB standards: 7.3m carriageway plus 1.0m hardstrips either side.</p> <p>Further discussion on 26/01/22 indicated that revised road width proposal for A428 eastern arm of northern roundabout (7.3m, no hard strip) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.</p>	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			7.4m comprised of two 3.4m lanes with 0.3m hard strips.			
6.6.18	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Location - Realigned section of the B1040 for the northern arm of the proposed northern roundabout at the Eltisley Crossover.</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of B1040 St Ives Road.</p> <p>The surveyed width of the existing carriageway is generally 6.5m.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 6.5m comprised of two 3.25m lanes with no hard strips.</p>	Further discussion on 26/01/22 indicated that a revised road width proposal for B1040 St Ives Road (6.5m, no hard strip) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.	Agreed	
6.6.19	Design Standards for Junctions and Roads in Cambridgeshire County	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	Location - Realigned section of the unclassified Cambridge Road (Eltisley) for the southern arm of the proposed southern roundabout at the Eltisley Crossover.	A properly justified departure for a carriageway width of 6.8m on Cambridge Road (Eltisley) would be favourably considered, depending on edge details such as drainage and kerbing.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas		<p>A departure from DMRB standard has been proposed for the carriageway cross-section of Cambridge Road (Unclassified).</p> <p>The surveyed width of the existing carriageway is generally 6.8m.</p> <p>To ensure a safe outcome by maintaining consistency to the existing carriageway in this location, the proposed carriageway width is 6.8m comprised of two 3.4m lanes with no hard strips.</p>	This will be recorded in the 'Local Highway Standards' document.		
6.6.20	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	It is appropriate for National Highways to propose a typical verge width, subject to widening requirements, of 3.5m (off structure) and a minimum of 2.5m (on structure) along the proposed Eltisley Link.	<p>A verge width of 2.5m excluding hard strip may be acceptable one side, but CCC generally require the provision of a minimum 3m NMU alongside the old A428, with setback from the road where possible.</p> <p>To accommodate NMU, it is understood NH have agreed 4.5m verge on structure and 5.5m off structure. This will be recorded in the 'Local Highway Standards' document.</p>	Not Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (HDC) areas					
6.6.21	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>National Highways has used the geometrical design standards within the DMRB for the design of the proposed Caxton Gibbet Junction and accesses. In accordance with the DMRB standards departures are being sought for the following elements, which are predominantly driven by safety issues:</p> <ul style="list-style-type: none"> - Cross Section - Width of verge <p>National Highways are working with CCC to provide the justification for the proposed departures that all Parties can agree. Once these have been agreed the wider elements such as edge details will also be developed.</p>	<p>The realigned sections of the detrunked A428 should generally be 7.3m carriageway. Where short sections are realigned, departures for cross sections to match the existing road will be considered.</p> <p>This will be recorded in the 'Local Highway Standards' document.</p>	Agreed	
6.6.22	Design Standards for Junctions and Roads in	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and	Location - Realigned section of detrunked A428 for the western arm of the proposed northern	Further discussion on 26/01/22 indicated that revised road width proposal for detrunked A428 (7.3m, no hard strip) put forward by the	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	[RR-048] and [RR-100].	<p>roundabout for Caxton Gibbet Junction.</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of Cambridge Road (to be detrunked).</p> <p>The surveyed width of the existing carriageway is generally 7.4m.</p> <p>To keep consistent with existing carriageway in this location, the proposed carriageway width is 7.4m comprised of two 3.4m lanes with 0.3m hard strips.</p>	Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.		
6.6.23	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Location - Realigned section of A1198 for the northern arm of the proposed northern roundabout for Caxton Gibbet Junction</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of A1198 Ermine Street.</p> <p>The surveyed width of the existing carriageway is generally 6.2m.</p>	Further discussion on 26/01/22 indicated that a revised road width proposal for the A1198 north (6.5m, no hard strip) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Huntingdonshire District Council (HDC) areas		Matching the existing road width will condition drivers to the change in standard from the strategic road network to that of the local road.			
6.6.24	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	<p>Location - Realigned section of A1198 for the southern arm of the proposed southern roundabout for Caxton Gibbet Junction.</p> <p>A departure from DMRB standard has been proposed for the carriageway cross-section of A1198 Ermine Street.</p> <p>The surveyed width of the existing carriageway varies between 6.2m and 10m, due to the introduction of a right turn lanes for McDonalds, the Self-Storage business, a farm and several residences, and does not include 1m hard strips.</p> <p>Matching the existing road width will condition drivers to the change in standard from the strategic road network to that of the local road.</p>	Further discussion on 26/01/22 indicated that the revised road width proposal for A1198 south (varies, as existing) put forward by the Applicant is likely to be acceptable to Cambridgeshire CC if a properly justified Departure is submitted. This will be recorded in the 'Local Highway Standards' document.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.6.25	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	The Joint Relevant Representations for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100].	It is appropriate for National Highways to propose a typical verge width, subject to widening requirements, of 2.5m (off structure) and a minimum of 2.5m (on structure) along the proposed Caxton Gibbet Junction.	A verge width of 2.5m excluding hard strip may be acceptable one side, but CCC generally require the provision of a minimum 3m NMU alongside the old A428 and A1198, with setback from the road where possible, giving 5,5m total.	Not agreed	
6.7	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has designed matters including the width of the verges; design speeds and locations of drainage ditches for: <ul style="list-style-type: none"> • Potton Road. • Cambridge Road Junction. • Toseland Road. • Eltisley Junction. 	Detailed comments in the sections below.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (SCDC) and Huntingdonshire District Council (HDC) areas		<ul style="list-style-type: none"> Caxton Gibbet Junction as shown in the relevant Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015] to a preliminary design standard with the intention of further refinement during detailed design. The design proposed is appropriate and has been developed with due consideration to comments received throughout the pre-application process in advance of the Development Consent Order application. <p>Some matters, including road junction drainage collection systems design will not be finalised until detailed design stage, when the host authorities will be consulted.</p> <p>This section has been further broken down as per below points 6.7.1 - 6.7.12.</p>			

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.7.1	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways proposes a National Speed Limit along the B1046 in keeping with the existing as shown on Sheet 5 of the Permanent Speed Limit Plans [APP-015].	Accepted	Agreed	
6.7.2	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has proposed culverts and ditches along and across the B1046 for Cambridgeshire County Council to be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].	Any ditches that are constructed as replacements for pre-existing field-edge ditches should not be presumed to become the responsibility of CCC and may more appropriately be maintained by the adjoining landowner whose land they drain. Culverts crossing such ditches (for field access) may also be more appropriately managed by the person	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (SCDC) and Huntingdonshire District Council (HDC) areas			benefiting from use of the culvert rather than the LHA. Where a ditch is constructed primarily to carry water runoff from the highway, it may be appropriate for CCC to become the maintaining authority but this would need to be confirmed through evaluation of detailed design. CCC has repeatedly requested engagement on the allocation of responsibilities in respect of the local road network - this would include for ditches and culverts - and feels this can best be done through bi-partisan discussion and assessment of detailed designs. This comment also applies at various locations below, including 6.7.4, 6.7.6, 6.7.8, 6.7.10, 6.7.12.		
6.7.3	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South	Works Plans [APP-009] to [APP-010] ; General Arrangement Plans [APP-011] and Permanent Speed	National Highways proposes a National Speed Limit along Potton Road in keeping with the existing as shown on Sheet 5 of the Permanent Speed Limit Plans [APP-015] .	Accepted	Agreed	

A428 Black Cat to Caxton Gibbet improvements
 Statement of Common Ground with Cambridgeshire County Council,
 South Cambridgeshire District Council and Huntingdonshire District Council

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Limit Plans [APP-015].				
6.7.4	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has proposed culverts and ditches along and across Potton Road for Cambridgeshire County Council to be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].	As 6.7.2	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.7.5	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways proposes a National Speed Limit along Cambridge Road Junction in keeping with the existing as shown on Sheet 9 of the Permanent Speed Limit Plans [APP-015].	Accepted	Agreed	
6.7.6	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has proposed culverts and ditches along and across Cambridge Road Junction for Cambridgeshire County Council to be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].	As 6.7.2	Not Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (SCDC) and Huntingdonshire District Council (HDC) areas					
6.7.7	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways proposes a National Speed Limit along Toseland Road in keeping with the existing as shown on Sheet 11 of the Permanent Speed Limit Plans [APP-015].	Accepted	Agreed	
6.7.8	Design Standards for Junctions and Roads in	Works Plans [APP-009] to [APP-010]; General Arrangement Plans	National Highways has proposed culverts and ditches along and across Toseland Road for Cambridgeshire County Council to	As 6.7.2	Not Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	[APP-011] and Permanent Speed Limit Plans [APP-015].	be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].			
6.7.9	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways proposes a National Speed Limit along Eltisley Link in keeping with the existing as shown on Sheet 13 of the Permanent Speed Limit Plans [APP-015].	Accepted	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Council (HDC) areas					
6.7.10	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has proposed culverts and ditches along and across Eltisley Link for Cambridgeshire County Council to be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].	As 6.7.2	Not agreed	
6.7.11	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed	National Highways proposes a National Speed Limit along Caxton Gibbet Junction in keeping with the existing as shown on Sheet 14 of the Permanent Speed Limit Plans [APP-015].	Generally accepted, although the designer is requested to consider the appropriateness of signalised crossings on unrestricted roads	Agreed	

A428 Black Cat to Caxton Gibbet improvements
 Statement of Common Ground with Cambridgeshire County Council,
 South Cambridgeshire District Council and Huntingdonshire District Council

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Limit Plans [APP-015].				
6.7.12	Design Standards for Junctions and Roads in Cambridgeshire County Council (CCC)/South Cambridgeshire District Council (SCDC) and Huntingdonshire District Council (HDC) areas	Works Plans [APP-009] to [APP-010]; General Arrangement Plans [APP-011] and Permanent Speed Limit Plans [APP-015].	National Highways has proposed culverts and ditches along and across Caxton Gibbet Junction for Cambridgeshire County Council to be the maintaining authority as outlined on the General Arrangement Plans [APP-011] and within Appendix 13.3 - Drainage Strategy Report [APP-219].	As 6.7.2	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.8	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>A detailed lighting strategy will be developed at the detailed design stage. However, the proposed extent of lighting is shown on the General Arrangement Plans [APP-011].</p> <p>Requirement 17 of the dDCO [APP-025] sets out that no part of the authorised development may be brought into use until a written scheme of the proposed highway lighting for that part has been approved by the Secretary of State, following consultation with the relevant local highway authority on matters relating to its function.</p> <p>This issue has been further broken down as per below points 6.8.1 – 6.8.6.</p>	<p>A lighting strategy is not in place and will be required to secure acceptable lighting designs and installations for both the new assets and those on the sections to be detrunked. This is required to understand the lighting impacts of the development as part of the application and secure a commitment from National Highways to use Cambridgeshire's street lighting specification (CCC Street lighting Development Specification, Revision 03 - dated January 2016) on any roads to be adopted by the Council.</p> <p>CCC require a lighting strategy to be agreed during the Examination phase.</p>	Not agreed	
6.8.1	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	National Highways is not providing lighting along the proposed section of the B1046 because none currently exists and the scheme is not creating a need.	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>The proposed extent of lighting is shown on the General Arrangement Plans [APP-011].</p> <p>In accordance with Requirement 12 of the dDCO [REP4-006], a detailed lighting strategy will be developed at the detailed design stage in accordance with the local Highways Standards which will be referenced within the legal agreement which will be agreed collaboration with Cambridgeshire Authorities.</p>			
6.8.2	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>National Highways is not providing lighting along the proposed section of Potton Road because none currently exists and the scheme is not creating a need.</p> <p>The proposed extent of lighting is shown on the General Arrangement Plans [APP-011].</p> <p>A detailed lighting strategy will be developed at the detailed design stage in accordance with the local Highways Standards which will be referenced within the legal</p>	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			agreement which will be agreed collaboration with Cambridgeshire Authorities.			
6.8.3	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>National Highways is providing lighting along the proposed Cambridge Road Junction.</p> <p>The extent of lighting proposed is shown on the General Arrangement Plans [APP-011] Sheet 9.</p> <p>In accordance with Requirement 12 of the dDCO [REP4-006], a detailed lighting strategy will be developed at the detailed design stage in accordance with the local Highways Standards which will be referenced within the legal agreement which will be agreed collaboration with Cambridgeshire Authorities.</p>	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	
6.8.4	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	National Highways is not providing lighting along the proposed section of Toseland Road because none currently exists and the scheme is not creating a need.	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>The proposed extent of lighting is shown on the General Arrangement Plans [APP-011].</p> <p>In accordance with Requirement 11 of the dDCO [REP4-006].</p>			
6.8.5	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>National Highways is providing lighting along the proposed Eltisley Link.</p> <p>The extent of lighting proposed is shown on the General Arrangement Plans [APP-011] Sheet 13.</p> <p>In accordance with Requirement 11 of the dDCO [REP4-006], a detailed lighting strategy will be developed at the detailed design stage in collaboration with Cambridgeshire County Council.</p>	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	
6.8.6	Lighting Strategy	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>National Highways is providing lighting along the proposed Caxton Gibbet Junction,</p> <p>The extent of lighting proposed is shown on the General Arrangement Plans [APP-011] Sheet 14.</p>	No update as CCC is awaiting the completion of the required lighting strategy.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			In accordance with Requirement 11 of the dDCO [REP4-006], a detailed lighting strategy will be developed at the detailed design stage in collaboration with Cambridgeshire County Council.			
6.9	Management and Maintenance Responsibilities		<p>Highways</p> <p>The links and junctions as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.</p> <p>National Highways does not agree with the amendments proposed by CCC in relation to Article 13 is of the view that the more appropriate place for these elements is in the legal agreement currently being negotiated between the parties.</p> <p>The parties have had a number of meetings regarding progressing negotiations on the legal agreement as well as progressing the technical</p>	<p>Highways</p> <p>CCC welcomes National Highways amendments to article 13 in the most recent version of the dDCO [REP9-005] but CCC's position in relation to article 13 is set out rows 1.8 onwards above.</p> <p>It is noted that article 13 now provides for the certification of highway boundary by the LHA.</p> <p>The following key points in relation to the new highways created by the scheme are also still to be agreed:</p> <p>(2) Given the significance of de-trunking and the importance of ensuring that the assets received are in a fit state, CCC maintains its position as set out in REP8-028 – CCC's agreement as LHA must be</p>		February 2022

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>design of the local highways to be handed over to CCC upon completion.</p> <p>Structures</p> <p>National Highways will maintain the bridge structures that cross the new trunk road. These include the following:</p> <ul style="list-style-type: none"> • B1046, (overbridge) • Footpath 1/9, (underbridge) • Footbridge (FP 1/17), (overbridge) <p>Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing for the bridge structures that pass 'over' the trunk road.</p> <p>Landscaping</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	<p>sought to confirm that the de-trunked road meets the satisfactory standard. Furthermore, if the legal agreement between NH and the Councils is concluded satisfactorily and sets out agreed standards for de-trunking and a handover process to ensure delivery against those standards then the drafting of the article as set out in REP9-005 is sufficient. However, it appears that agreement of the de-trunking standards will not be possible in the timeframe available. Accordingly CCC reaffirms a mechanism to establish these matters as set out the proposed drafting in REP9-043 for this clause (in response to the ExA's question on this point).</p> <p>Structures</p> <p>Not all of the bridges that cross the new trunk road are listed in the column to the left of this row. Clarity is required in relation to all bridges.</p> <p>CCC welcomes the amendment to article 13(8) in relation to</p>		

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>Signalised Junction at Caxton Gibbet</p> <p>The signalised crossings will be maintained by National Highways.</p> <p>This issue has been broken down into the points below 6.9.1 – 6.9.36 as follows:</p> <p>Landscaping 6.9.1 – 6.9.7</p> <p>Signalised Junctions – 6.9.8 – 6.9.9</p> <p>Highways Maintenance Boundaries – 6.9.10 – 6.9.18</p> <p>National Highways maintenance responsibilities on proposed local roads structures – 6.9.19 – 6.9.26</p> <p>Local Highways Authority maintenance responsibilities on proposed local road structures – 6.9.27 – 6.9.36</p> <p>National Highways has not agreed to provide Pegasus crossings.</p>	<p>responsibility for maintenance of the surface course of a highway crossing a bridge, where a PROW shares its route with a Private Means of Access, so that this is now the responsibility of the undertaker..</p> <p>Landscaping</p> <p>CCC agrees with National Highways' statement in the column to the left of this row.</p> <p>Signalised junction at Caxton Gibbet</p> <p>CCC awaits design proposals for the signalised crossings but agrees in generality to the principle that the crossings should be signalised.</p>	<p>Not Agreed</p> <p>Not Agreed</p>	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				The crossings should be Pegasus crossings in accordance with CCC's requests set out at 6.5.7 f, h, i, j, l that the NMU route be inclusive of all NMUs including equestrians. This principle has yet to be agreed.		
6.9.1	Management and Maintenance Responsibilities		<p>National Highways has proposed landscaping along the B1046 and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037].</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	The applicant has shared draft highway boundary plans with CCC, covering the whole scheme (including the road to be de-trunked). While this has enabled a high level review of asset boundaries to take place, CCC does retain concerns about some of the areas that the applicant has initially proposed should become CCC's responsibility. Furthermore, this review has not provided the requisite detail to allow asset definition to be comprehensively carried out and further discussions will be necessary to determine responsibilities for highway infrastructure assets, areas of unused land, boundary features, and other related matters.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				It should be noted that at a meeting of 1 February 2022 a process was provisionally agreed between the applicant and CCC for the definition of local road boundaries and resolution of boundary issues, however given that agreement of this process has not been formally documented and that work to agree the boundaries has yet to commence in any detail, the matter cannot at this time be considered closed.		
6.9.2	Management and Maintenance Responsibilities		National Highways has proposed landscaping along Potton Road and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037]. The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.	As 6.9.1	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.3	Management and Maintenance Responsibilities		<p>National Highways has proposed landscaping along Cambridge Road Junction and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037].</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	As 6.9.1	Not agreed	
6.9.4	Management and Maintenance Responsibilities		<p>National Highways has proposed landscaping along Toseland Road and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037].</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	As 6.9.1	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.5	Management and Maintenance Responsibilities		<p>National Highways has proposed landscaping along Eltisley Link and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037].</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	As 6.9.1	Not agreed	
6.9.6	Management and Maintenance Responsibilities		<p>National Highways has proposed landscaping along Caxton Gibbet Junction and the accesses as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037].</p> <p>The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.</p>	As 6.9.1	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.7	Management and Maintenance Responsibilities		National Highways has proposed landscaping along the existing A428 to be detrunked within Cambridgeshire county councils boundary as shown on the General Arrangement Plans [APP-011] and Figure 2.4 Environmental Masterplan [APP-091] [REP9-037]. The extent of maintenance responsibility for landscape will be determined at detailed design in collaboration with Cambridgeshire County Council.	As 6.9.1	Not agreed	
6.9.8	Management and Maintenance Responsibilities		Signalised Junction at Cambridge Road Junction The signalised crossings will be maintained by National Highways.	CCC awaits design proposals for the signalised crossings but agrees in generality to the principle that the crossings should be signalised.	Agreed	
6.9.9	Management and Maintenance Responsibilities		Signalised Junction at Caxton Gibbet The signalised crossings will be maintained by National Highways.	CCC awaits design proposals for the signalised crossings but agrees in generality to the principle that the crossings should be signalised.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.10	Management and Maintenance Responsibilities		<p>The B1046 link as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.</p> <p>National Highways does not agree with the amendments proposed by CCC in relation to Article 13 and is of the view that the more appropriate place for these elements is in the legal agreement currently being negotiated between the parties.</p> <p>The parties have had a number of meetings regarding progressing negotiations on the legal agreement as well as progressing the technical design of the local highways to be handed over to CCC upon completion.</p>	<p>CCC agrees to the high level principle that "the B1046 link as defined in the draft DCO... will be the responsibility of CCC". However we can only agree to this high level statement with the reservation that the 'adoption' by CCC cannot go ahead until (i) we know the full extent of what is going to be offered to us for maintenance, and (ii) until it is delivered to our reasonable satisfaction. In this regard, CCC welcome the inclusion of the suggested amendments to article 13 of the dDCO in REP8-028 in REP9-005. The Councils also support the ExA's proposed deletion of the references to 'reasonable' If the legal agreement between NH and the Councils is concluded satisfactorily and sets out agreed standards for new highways, a process for the approval of the detailed design and a handover process to ensure construction against those standards and approved design, then article 13 can be considered agreed. However,</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				if those matters are not included in the legal agreement, then REP9-043 sets out the necessary amendments to this clause (in response to the ExA's question on this point).		
6.9.11	Management and Maintenance Responsibilities		The Potton Road link and junction as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10	Not agreed	
6.9.12	Management and Maintenance Responsibilities		The Cambridge Road Junction links and junction as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10	Not agreed	
6.9.13	Management and Maintenance Responsibilities		The Toseland Road link as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of	As 6.9.10	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			Cambridgeshire County Council highways authority.			
6.9.14	Management and Maintenance Responsibilities		The Eltisley link and junction as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10	Not agreed	
6.9.15	Management and Maintenance Responsibilities		The Caxton Gibbet Junction links and junction as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10	Not agreed	
6.9.16	Management and Maintenance Responsibilities		The Bridleway 1/18 link as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10, with the addition that the applicant will assume responsibility for the maintenance of the bridleway where it is carried by a structure to be maintained by the applicant.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.17	Management and Maintenance Responsibilities		The Hen Brook link as defined in the draft DCO [APP-025] Schedule 3 and within the area of Cambridgeshire County Council will be the responsibility of Cambridgeshire County Council highways authority.	As 6.9.10, with the addition that the applicant will assume responsibility for the maintenance of the link where it is carried by a structure to be maintained by the applicant.	Not agreed	
6.9.18			This line is not used.			
6.9.19	Management and Maintenance Responsibilities		National Highways will maintain the B1046 (overbridge) bridge structure (up to and including the waterproofing layer) that crosses the new trunk road.	Accepted	Agreed	
6.9.20	Management and Maintenance Responsibilities		National Highways will maintain the Footpath 1/9 (underbridge) bridge structure that crosses underneath the new trunk road.	Accepted	Agreed	
6.9.21	Management and Maintenance Responsibilities		National Highways will maintain the Footbridge (FP 1/17) (overbridge) bridge structure that crosses the new trunk road.	Accepted	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.22	Management and Maintenance Responsibilities		National Highways will maintain the Cambridge Road Junction (overbridge) bridge structure (up to and including the waterproofing layer) that crosses the new trunk road.	Accepted	Agreed	
6.9.23	Management and Maintenance Responsibilities		National Highways will maintain the Toseland Road (overbridge) bridge structure (up to and including the waterproofing layer) that crosses the new trunk road.	Accepted	Agreed	
6.9.24	Management and Maintenance Responsibilities		National Highways will maintain the Eltisley Link (overbridge) bridge structure (up to and including the waterproofing layer) that crosses the new trunk road.	Accepted	Agreed	
6.9.25	Management and Maintenance Responsibilities		National Highways will maintain the Bridleway 1/18 (overbridge) bridge structure that crosses the new trunk road.	Accepted	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.26	Management and Maintenance Responsibilities		National Highways will maintain the Caxton Gibbet Junction (underbridge) bridge structure that carries the new trunk road.	Accepted	Agreed	
6.9.27	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the B1046 (overbridge) bridge structure that passes over the trunk road.	Accepted	Agreed	
6.9.28	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the Footpath 1/9 (underbridge) bridge structure that crosses the trunk road.	No footpath construction or waterproofing layer is envisaged on bridge	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.29	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the Footbridge (FP 1/17) (overbridge) bridge structure that passes over the trunk road.	Accepted, but not where footpath right of way is shared with private vehicular access.	Agreed	
6.9.30	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the Cambridge Road Junction, (overbridge) bridge structure that passes over the trunk road.	Accepted	Agreed	
6.9.31	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the Toseland Road (overbridge) bridge structure that passes over the trunk road.	Accepted	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.9.32	Management and Maintenance Responsibilities		Cambridgeshire County Council will be responsible for the maintenance of the carriageway construction above the waterproofing layer for the Eltisley Link (overbridge) bridge structure that passes over the trunk road.	Accepted	Agreed	
6.9.33	Management and Maintenance Responsibilities		Cambridgeshire Authorities have confirmed that as Highway Authority it shall maintain the surface of the Bridleway 1/18 bridleway only, where it departs from the private accommodation track, confined to the width of the right of way. The structure would be owned and maintained by National Highways.	Accepted, CCC will not maintain surface where bridleway right of way is shared with private vehicular access. NH to maintain any structures	Agreed	
6.9.34	Management and Maintenance Responsibilities		Cambridgeshire Authorities have confirmed that as Highway Authority it shall maintain the surface of the Hen Brook Footpath only, where it departs from the private accommodation track, confined to the width of the right of way. The structure would be owned and maintained by National Highways.	Accepted, CCC will not maintain surface where bridleway right of way is shared with private vehicular access. NH to maintain any structures Hen Brook path FP1/9 is believed to be Footpath, but CCC would	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				welcome upgrade to Bridleway status.		
6.9.35	Management and Maintenance Responsibilities		Cambridgeshire Authorities have confirmed that as Highway Authority it shall maintain the surface of the Pillar Plantation bridleway only, where it departs from the private accommodation track, confined to the width of the right of way. The structure would be owned and maintained by National Highways.	Accepted, CCC will not maintain surface where bridleway right of way is shared with private vehicular access. NH to maintain any structures.	Agreed	
6.10	Management and Maintenance Responsibilities		<p>Drainage</p> <p>Cambridgeshire County Council will be the maintaining authority for the drainage assets servicing the proposed local highway network within its area, including but not limited to the attenuation basins, Sustainable Drainage Systems (SuDS) and culverts.</p> <p>This issue has been broken down into the below points 6.10.1 – 6.10.2.</p>	<p>CCC will only adopt drainage assets that are essential to the maintenance of the highway.</p> <p>The Councils are currently considering NH's draft boundary plans received 23/12/21, and will respond accordingly at a future iteration of this SoCG.</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.10.1	Management and Maintenance Responsibilities		<p>Cambridgeshire County Council will be the maintaining authority for the drainage assets servicing the proposed local highway network within its area,</p> <p>National Highways is not requesting CCC to maintain any SuDs that supports the SRN.</p>	<p>CCC will only adopt drainage assets that are essential to the maintenance of the highway.</p> <p>The Councils are currently considering NH's draft boundary plans received 23/12/21. As of 1st February, detailed discussions are now taking place and it is hoped that this matter will be agreed in the near future. However NH's commitment will need to be provided in writing .</p>	Not agreed	
6.10.2	Management and Maintenance Responsibilities		<p>Cambridgeshire County Council will be the maintaining authority for the Sustainable Drainage Systems (SuDS) drainage assets servicing the proposed local highway network within its area.</p>	<p>CCC will only adopt drainage assets that are essential to the maintenance of the highway.</p> <p>The Councils are currently considering NH's draft boundary plans received 23/12/21. As of 1st February, detailed discussions are now taking place and it is hoped that this matter will be agreed in the near future. However NH's commitment will need to be provided in writing, .</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
	Existing A428 Cambridge Road					
6.11	Detrunking Process	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>A legal agreement is currently being negotiated between the parties which will, when agreed, contain an acceptable process for the handover of the de-trunked A428. This will ensure that the highway is at a reasonable standard as agreed with CCC. National Highways maintains its view that the presence of the legal agreement means that there are no changes required to the drafting of the dDCO.</p> <p>Protective provisions with regard to highway matters are not necessary and more detail regarding highway matters can be addressed within the legal agreement currently being negotiated with CCC.</p> <p>This issue has been broken down into the below points 6.11.1 – 6.11.3</p>	CCC welcomes National Highways amendments to article 14 in the most recent version of the dDCO [REP9-005] but CCC's position in relation to article 14 is set out rows 1.14 above. See also as relevant comments at 6.9.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.11.1	Detrunking Process	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>A legal agreement is currently being negotiated between the parties which will, when agreed, contain an acceptable process for the handover of the de-trunked A428. This will ensure that the highway is at a reasonable standard as agreed with CCC. National Highways maintains its view that the presence of the legal agreement means that there are no changes required to the drafting of the dDCO.</p> <p>Protective provisions with regard to highway matters are not necessary and more detail regarding highway matters can be addressed within the legal agreement currently being negotiated with CCC.</p>	See comments at 6.11	Not agreed	
6.11.2	Detrunking Process	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>A legal agreement is currently being negotiated between the parties which will ensure that the highway is at a reasonable standard as agreed with CCC.</p> <p>National Highways maintains its view that the presence of the legal</p>	See comments at 6.11.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			agreement means that there are no changes required to the drafting of the dDCO.			
6.11.3	Detrunking Process	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>A legal agreement is currently being negotiated between the parties which will ensure that the highway is at a reasonable standard as agreed with CCC.</p> <p>National Highways maintains its view that the presence of the legal agreement means that there are no changes required to the drafting of the dDCO.</p> <p>Protective provisions with regard to highway matters are not necessary and more detail regarding highway matters can be addressed within the legal agreement currently being negotiated with CCC.</p>	See comments at 6.11.	Not agreed	
6.12	De-trunking: Maintenance responsibility		The existing A428 will be de-trunked from the Wyboston Roundabout through to Caxton Gibbet junction. Maintenance responsibility for the section of the existing A428 within	As to the extent of and conditions of transfer, see comments at 6.11	Not agreed	

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			Cambridgeshire County Council's boundary area will be transferred to Cambridgeshire County Council highway authority pursuant to the agreed terms as set out in the side agreement, when completed.			
6.13	De-trunking: Handover of assets	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	A legal agreement is currently being negotiated between the parties which will, when agreed, contain an acceptable process for the handover of the de-trunked A428. This will ensure that the highway is at a reasonable standard as agreed with CCC.	See comments at 6.11. CCC requires a commitment to the principles that <ul style="list-style-type: none"> No street lighting assets should be older than two years old at the point of handover. Street lighting must comply fully with the Cambridgeshire Street lighting development specification (CCC Street lighting Development Specification, Revision 03 - dated January 2016 or updated version if applicable); and National Highways will comply with CCC's street lighting standard detail drawings whether on new or detrunked sections. 	Not agreed	

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6.14	De-trunking: Name of road		The existing A428 will be renamed A1428 and B1428 as per the extents shown on the Classification of Road Plans [APP-016] and contained within the draft DCO [APP-025] Schedule 3, Part 2 – Classified Roads.	The extent of the de-trunked A428 that is to be renamed as the A1428 does not match CCC's expectations and should be extended eastwards up to and including both dumbbell roundabouts at the new Cambridge Road junction. This ensures a continuation of connectivity between the A Road network and the new A428. It is noted that the deadline 9 draft DCO rev 5 update REP 9-05 contains the requested amendments in Schedule 3 Part 2, and as such this item is now agreed.	Agreed	
6.15	Land Ownership: Restoring of stopped up land		The land required for, or affected by, the proposed development is shown on the Land Plans [APP-008] Further reduction/refinement may be developed during detailed design. Where highways are being stopped up and there is no existing title plot associated, the half-width of the road will be returned to the adjacent	CCC in its written representation [REP1-048] paras 3.27 to 3.31 explains its concerns regarding land take for the scheme and the relationship of this to the highway boundary. CCC has requested the inclusion of a proposed local road boundary in the dDCO, and the undertaking of collaborative working to ensure that local road boundaries can be agreed to the satisfaction of	Not agreed	

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			landowners, unless National Highways are seeking permanent acquisition.	<p>all affected parties. No land that is unnecessary for highway purposes should be considered to form part of the local road network.</p> <p>CCC has been provided with plans on 23/12/21 showing the applicant's proposed highway boundaries. These plans are under initial review by CCC officers. Therefore this matter remains under discussion.</p> <p>CCC as LHA is only able to adopt areas of land that are necessary for highway purposes.</p> <p>As of 1st February, detailed discussions are now taking place and it is hoped that this matter will be agreed in the near future. However NH's commitment will need to be provided in writing</p>		
	PROW and WCH Matters					
6.16	Impact of the Scheme upon Walkers,	The Joint Relevant Representation for CCC, SCDC and	The design of the proposed WCH routes is acceptable and are identified in the DCO Application,	There are significant detailed design, routing, and procedural issues to discuss and resolve in relation to	Not agreed	

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	Cyclists and Horse riders (WCH)	HDC [RR-013] and [RR-048] and [RR-100]	specifically shown in the General Arrangement Plans [APP-011], the Streets, Rights of Way and Access Plans [APP-013] and within the draft DCO [APP-025].	<p>NMU routes and upon the local highway authority responsible for the assets</p> <p>The Councils do not agree with the Applicant's proposed box design for the NMU underpasses – see the Councils' Response to the Applicant's D3 submissions '9.26 Good design' within REP4-061.</p> <p>The Cambridgeshire Authorities do not agree with the proposed design for the NMU underpasses as set out in their response to the Examining Authorities' Second Written Questions on Good Design.</p> <p>The Cambridgeshire Authorities require approval of the detailed design of NMU routes as per the recent discussions on the legal agreement and REP9-043.</p>		
6.17	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and	The Application sets out sufficient consideration of the relevant policy requirements regarding supporting WCH. Appendix A of the Case for the Scheme [APP-240] sets out an	There is currently insufficient support for NMUs. National Highways needs to set out further consideration of the relevant policy requirements regarding supporting NMUs including	Not agreed	

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		[RR-048] and [RR-100]	<p>assessment of the Scheme against the paragraphs contained within the National Networks National Policy Statement (NNNPS). In response to paragraph 5.216 of the NNNPS, which expects that impacts on accessibility for non-motorised users will be mitigated, it is stated that as part of development of the Scheme, a Walking, Cycling and Horse Riding Assessment and Review was undertaken [APP-242]. It further states that the requirements of these users have been identified and appropriate mitigation measures have been incorporated into the design of the Scheme.</p> <p>The Scheme will provide new and diverted footpaths, cycleways and bridleways which will provide many benefits to the local population such as increased access to community facilities, improved safety while travelling, encouragement to take part in recreational activity and the increased opportunity to travel</p>	<p>Government Guidelines, the Cambridgeshire and Peterborough Local Transport Plan and Local Plan policies, which require new development to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by sustainable travel modes and seeks a proposal affecting a PROW or other formal NMU route to protect and enhance it. Roadside NMU provisions and crossings should include equestrians in addition to walkers and cyclists.</p> <p>Short sections of footpaths and cycleways are provided in Cambridgeshire which do not connect and leave users in a vulnerable position. Therefore the current proposals in Cambridgeshire don't improve safety, increase access to community facilities, encourage users to take part in recreational activity or increase opportunity to travel using sustainable transport modes.</p>		

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			<p>using sustainable transport modes. This includes the new 3m footpaths/cycleway from Cambridge Road in Eltisley to the Caxton Gibbet junction and similarly introduced between Chawston and Roxton as well as 2m wide footway along Toseland Road which adjoins the existing A428 by Whitehall Farm Industrial Estate.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where this is required.</p> <p>This issue has been broken down into the below points 6.17.1 – 6.17.11</p>	<p>The Councils set out the improvements to the NMU provision they are seeking at sections 6.5 and 6.6 of the Councils' Written Representation [REP1-048].</p> <p>Additional information is provided at Q2.11.6.1 of ExWQ2. REP4-059 and in REP6-065.</p>		
6.17.1	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The design of the B1046 is a replacement of the existing infrastructure. The existing infrastructure does not accommodate provision for walkers, cyclists and/or horse-riders and therefore it is not proposed in the	<p>The Councils disagree with the Applicant's position as set out in their Written Representations at 6.5.7(b) and at ISH6.</p> <p>The B1046 Potton Road overbridge will be a new bridge being built by NH. This is an opportunity to improve</p>	Not agreed	

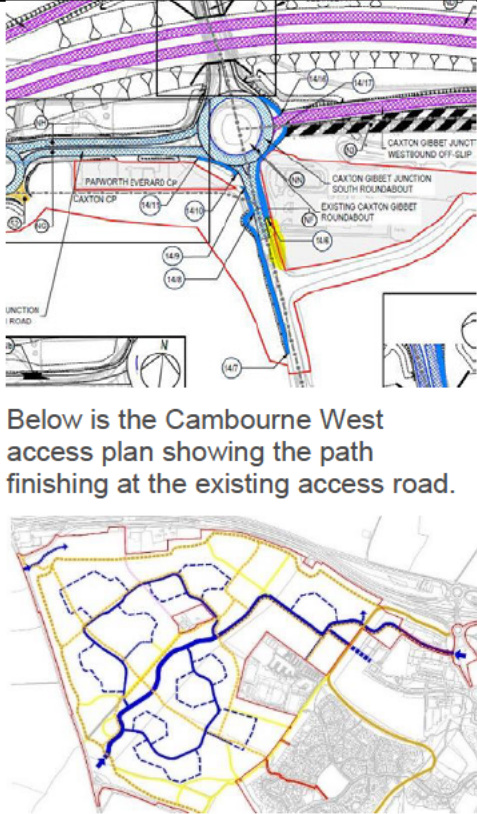
Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>design of the road or the overbridge.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where required.</p>	<p>on past provision, and to future proof the route for further improvements along the corridor in accordance with relevant national and local transport policy, including the requirement for modal shift and the net zero carbon agenda...The cost of providing NMU provision at a later date will also be uneconomical and possibly unfeasible if there is not enough space. Therefore it is prudent to include it within the scheme at the time of construction.</p>		
6.17.2	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The design of Potton Road (only) is a replacement of the existing infrastructure. The existing infrastructure does not accommodate provision for walkers, cyclists and/or horse-riders and therefore it is not proposed in the design of the road or the overbridge.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and</p>	<p>The verge provision on the embankments approaching need to have sufficient width for a separate NMU.</p> <p>The cost of providing NMU provision at a later date will also be uneconomical and possibly unfeasible if there is not enough space.</p>	Not agreed	

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			replacement facilities where required.			
6.17.3	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>Upgrading the footpaths (FP 1/9, FP 1/20, FP 1/19, FP 1/17, FP 1/16) to Bridleways within the order limits at Wintringham Development is outside the proper scope of the scheme as determined during preliminary design.</p> <p>National Highways does not preclude the Council from implementing enhanced measures to meet their aspirations, policies and plans.</p>	As stated at the ISH2, it is much simpler and more cost-effective to put in the relevant infrastructure at the point of construction to enable longer term improvements than to try and retrofit it. Wintringham Park is a major development and public authorities have a shared responsibility to plan for growth and the future needs of a large town such as St Neots.	Not agreed	
6.17.4	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The Scheme proposes a new 3m footway/cycleway with 1.5m separation from the carriageway throughout the Cambridge Road Junction.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where required.</p>	All roadside NMU provisions should, in addition to walkers and cyclists, accommodate equestrian users. This means provision of equestrian height parapets where required.	Not agreed	

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6.17.5	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The Scheme proposes a new 2m wide footway with 1.5m separation from the carriageway along Toseland Road which adjoins the existing A428 by Whitehall Farm Industrial Estate.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where required.</p>	All roadside NMU provisions should, in addition to walkers and cyclists, accommodate equestrian users. This means provision of equestrian height parapets where required.	Not agreed	
6.17.6	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The Scheme proposes a new 3m footway/cycleway with 1.5m separation from the carriageway throughout the Eltisley Link Junction with the exception of the B1040 St Ives for which no provision has been proposed in line with existing.</p> <p>National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where required.</p>	All roadside NMU provisions should, in addition to walkers and cyclists, accommodate equestrian users. This means provision of equestrian height parapets where required.	Not agreed	

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6.17.7	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	National Highways does not consider the Eltisley Link North provision to facilitate cyclists who wish to continue north up the B1040 with a suitable transition from off to on road to be essential in the delivery of the Scheme.	This does not meet the National Policy Statement for National Networks 3.17.	Not agreed	
6.17.8	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The Scheme proposes a new 3m footways/cycleway with 1.5m separation from the carriageway along the Existing A428 and the A1198 between the North and South roundabouts at Caxton Gibbet Junction. National Highways considers that reasonable opportunities have been taken to provide new, upgraded and replacement facilities where required.	All roadside NMU provisions should, in addition to walkers and cyclists, accommodate equestrian users. This means provision of equestrian height parapets where required.	Not agreed	
6.17.9	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and	The NMU provision along Brockley Road is outside the proper scope of the Scheme as determined during preliminary design.	The A14 designated funds scheme was reduced in scope and only includes the Papworth to Caxton Gibbet section due to costs. This was agreed with NH. Designated funds are not guaranteed and this pushes	Not agreed	

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		[RR-048] and [RR-100]	<p>National Highways does not preclude the Council from implementing enhanced measures to meet their aspirations, policies and plans.</p> <p>National Highways is aware of a feasibility study that was conducted via designated funds for a provision between Papworth and Cambourne.</p> <p>National Highways is of the view that this included Brockley Road and is already being addressed via different mechanisms and therefore outside the proper scope of the Scheme.</p>	<p>the additional burden unnecessarily onto already financially-stretched local authorities. It is noted that the Applicant has not provided any evidence regarding the cost effectiveness of the authority having to carry out works after the main scheme is complete. The Councils gave evidence at ISH2 and ISH6 and within its response to ExQ2.11.6.1 that it is far more cost-effective for the work to be delivered as part of/at the same time as the scheme, which also provides the optimum opportunity to attain lasting behavioural change in users.</p>		
6.17.10	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The provision south of the Caxton Gibbet services is to allow cyclists on and off the A1198 and to give cyclists a safe route through the proposed Caxton Gibbet Junction.</p> <p>National Highways acknowledges that the Cambourne West Development is progressing and requests further information relating</p>	<p>The section highlighted in yellow appears to be a gap in access between the Cambourne West development and the services and onward to Caxton Gibbet north and Papworth.</p>	Not agreed	

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			<p>to the Detailed Planning application of Cambourne West Development with specific regard to Public Rights of Way/ roadside provision out of the development and onto the A1198 South of Caxton Gibbet Services.</p> <p>National Highways have responded to the issue within [REP8-013]. The need for this provision comes from the Cambourne West Development. This is outside the proper scope of the scheme and is a matter between the local highway authority and the Cambourne West developer. The scheme does not preclude this provision being implemented by the local highway authority or the developer.</p>	 <p>The top diagram is a technical plan view of a road junction. It shows the 'CAXTON GIBBET JUNCTION SOUTH ROUNDABOUT' and the 'EXISTING CAXTON GIBBET ROUNDABOUT'. A path is highlighted in blue, starting from the junction and heading south. Labels include 'PARWORTH EVERARD CP', 'CAXTON CP', 'CAXTON GIBBET JUNCT WESTBOUND OFF-GLIP', and 'EXISTING CAXTON GIBBET ROUNDABOUT'. A north arrow and a scale bar are also present.</p> <p>Below the technical drawing is a text block: 'Below is the Cambourne West access plan showing the path finishing at the existing access road.'</p> <p>The bottom diagram is an aerial-style map of the Cambourne West development area. A network of roads is shown in various colors (blue, yellow, red). A specific path is highlighted in blue, showing its route through the development and terminating at an existing access road.</p>		

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6.17.11	Walkers, Cyclists and Horse riders (WCH) Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	Additional land is required to provide requested footpath 237/7, this is outside scope the scope of the scheme. It should be noted that there is no existing footpath along Toseland road within the Scheme boundary. National Highways does not preclude the Council from implementing enhanced measures to meet their aspirations, policies and plans.	<p>The proposed footway and bridge on Toseland Road needs to provide for all NMUs and allow for cyclists continuing north with a suitable transition from off to on road. The structures drawing for Toseland Road contained in APP-019 (DCO application 2.10 Engineering. Sections Part 3) clearly show cycleway provision and cycle parapet on bridge.</p> <p>NH is proposing to provide a new footway and it would be uneconomical for the local authority to widen the footpath at a later date and designated funds do not allow for the purchase of land.</p> <p>As set out in the feasibility assessment of the St. Neots to Cambourne route REP6-065 one option is for the route to go north on Toseland Rd and continue south of the new road.</p>	Not agreed	
6.18	WCH Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and	The Application maintains connectivity to local communities across the Scheme.	Generally, connectivity between local communities is poor. The majority of the current A428 has no footways. Pedestrian east-west routes are	Not agreed	

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		[RR-048] and [RR-100]	<p>Of the eight existing Public Rights of Way that are impacted by the new dual carriageway within Cambridgeshire County Council, National Highways is proposing five crossing facilities to maintain the connectivity within the area. The three Public Rights of Way where crossings are not provided, two alternative crossings are within close proximity. These crossings have been developed to align with the Public Rights of Way provision of the Wintringham Development, and the severed routes, stopped up.</p> <p>National Highways has proposed provision of WCH facilities adjacent to the carriageway where existing routes would be severed by the new dual carriageway. Specifically, shared footway/ cycleways are proposed at Cambridge Road and Caxton Gibbet junctions. These routes have been upgraded from a footway to shared use facilities. Furthermore, new provision is</p>	<p>limited to public footpaths, which are not fully accessible to those with disabilities. There are no alternative nearby east-west routes for cyclists and equestrians other than along the current A428.</p> <p>The proposals do not add any roadside NMU provision beyond severed sections of the A428, leaving the burden to provide this on the Local Highway Authority. This will result in fragmented NMU provision between St Neots and Cambourne. This includes the 600m NMU gap between the Eltisle Link and Caxton Gibbet North junction which is within the DCO boundary and the lack of crossing facility on the short section of NMU provision to the west of Caxton Gibbet.</p> <p>National Highways has additionally rejected CCC's proposals for bridleway upgrades within the DCO boundary (Abbotsley Footpath 9, Abbotsley Footpath 17) to improve the lack of off-road connectivity.</p>		

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			<p>proposed through Eltisley link (shared footway/ cycleway) and along Toseland Road (footway) to ensure connectivity over the new dual carriageway. These proposals complement the objectives of Cambridgeshire County Council's Transport Investment Plan, specifically TIP 134.</p> <p>National Highways does not agree with CCC's statement in their Relevant Representation that generally connectivity to local communities is poor.</p>	<p>The Potton Road Bridge has no NMU provision and the Toseland Bridge is only being provided with a footway, not a full NMU route.</p> <p>At the Caxton Gibbet junction South Roundabout, Streets, Rights of Way and Access sheet 14 [APP-013], the NMU southwards along A1198 should continue on the eastern side to facilitate connectivity into the planned NMU connections of the developments at Cambourne West, avoiding non-motorised users needing to cross the A1198 twice within a short distance.</p>		
6.18.1	WCH Details in Application	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The continuity of the NMU route at Eltisley would require improvement works to the existing A428 which is outside of the scope of the Scheme. The existing A428 will be de-trunked and will become part of the local road network. Whilst this cannot be provided as part of the Scheme, National Highways has committed funding for the feasibility study of this NMU route through	<p>Gap in NMU provision Between Eltisley Link and Caxton Gibbet junction between points 13/4 and 13/5 needs to be addressed.</p> <p>The burden of trying to retro-fit NMU provision along infrastructure newly constructed by National Highways should not be left with the Local Highway Authority. That is not an efficient use of the public purse.</p>	Not agreed	

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			designated funds as part of the Scheme's legacy discussions. Please refer to RR-013bn in National Highways' Response to Relevant Representations [REP1-021].			
6.19	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The guidance outlined in LTN 1/20 is specifically for the local authorities and the development of new cycling infrastructure. There is no proposed development along the existing A428 between Cambourne and St Neots, where the assets are to be de-trunked and maintained by the local authority. National Highways is proposing unsegregated shared footway/cycleway facilities at Cambridge Road junction, Eltisley Link and Caxton Gibbet junction in accordance with the Design Manual for Road and Bridges – 'CD 143 Designing for walking, cycling and horse-riding' and the associated National Application Annex.	LTN 1/20 compliance is required for any asset to be maintained by, or handed over to, CCC. A compliant route is required between Cambourne and St Neots. The burden for providing the route post-handover, would otherwise rest with CCC. It is unreasonable that local authorities should be bound by national government policy but not National Highways, when the problem of modal shift, health and well-being and net zero carbon targets are the responsibility of all public organisations. Provision of this NMU route would enable the Applicant and stakeholders to meet both national and local policy requirements.	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>National Highways does not consider it appropriate to adopt the principles of LTN 1/20 for the Scheme for the following reasons:</p> <ul style="list-style-type: none"> • National Highways is not required to adopt the principles of Local Transport Notes. These are advisory documents produced by the DfT and recommended to local highway authorities for use on their roads. • The existing A428 is not new a road, a status not changed by the de-trunking process. • The Scheme is not being funded through a grant to Local Authorities. 			
6.20	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	National Highways has proposed unsegregated shared footway/ cycleway in accordance with the Design Manual for Roads and Bridges - 'CD 143 Designing for walking, cycling and horse-riding' at	CD 143 applies to the design of walking, cycling and shared use facilities on and/or adjacent to the motorway and all-purpose trunk road network. All provision along non-trunk roads should therefore accord with LTN 1/20. Given recent	Not agreed	

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			<p>Cambridge Road junction, Eltisley Link and Caxton Gibbet junction.</p> <p>National Highways confirms LTN 1/20 does not apply and will not be adopted on the Scheme.</p>	<p>government policies and publications on active travel and carbon reduction, National Highways should be implementing high quality infrastructure for active travel that at least meets the requirements of LTN 1/20.</p> <p>The gaps in provision (for example from Eltisley to Caxton Gibbet) result in sections of cycleway and footway provision that do not provide a continuous route, leading users to unsafe conditions on the existing A428.</p> <p>The burden of trying to retro-fit NMU provision along infrastructure newly constructed by National Highways should not be left with the Local Highway Authority at considerable additional cost, inconvenience to local traffic, and lost opportunity for achieving change in behaviour at the optimum time when the new scheme opens.</p>		

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6.21	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The Scheme proposes at-grade crossing which is also in accordance with the guidance outlined in LTN 1/20. Signalised crossings will be provided where the shared footway/ cycleways cross the slip roads and also at the A1198 on the north side of the Caxton Gibbet junction.</p> <p>National Highways has not agreed to provide Pegasus crossings.</p>	<p>Whilst the provision of a grade separated crossing of the A1198 on the north side of the Caxton Gibbet would be preferred a signalled crossing is acceptable. Type and location need to be agreed for all signalled crossings (Pegasus crossings where appropriate in accordance with the Councils' requests for an all-inclusive NMU). A crossing on the south side of the Caxton Gibbet junction is also needed to facilitate the link between facilities on either side of the road. At the Caxton Gibbet Junction Services the footway linking to the services should be built as an NMU for pedestrians and cyclists to enable workers and customers services to safely access them by active travel.</p> <p>The lack of crossing facilities on the new sections of non-trunk road will create a barrier which the Local Highways Authority will be expected to resolve. Crossing facilities should be included in the design of the Eltisley to Caxton Gibbet section so</p>	Not agreed	

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				that the burden of trying to retro-fit a crossing facility on a road newly constructed by National Highways is not left with the Local Highway Authority.		
6.22	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	<p>The users of the proposed footway on Toseland Road are expected to use the existing crossing facility currently on the existing A428. The volume of traffic along the existing A428 will be significantly lower when the new dual carriageway is open for traffic and safe gaps in traffic for crossing will be more frequent.</p> <p>The proposed footway along Toseland Road does not cater for cyclists and therefore transitions are not appropriate. It is expected that cyclists will use the carriageway along Toseland road owing to the low volumes of motorised traffic along the route.</p> <p>Signalised crossings will be provided where the shared footway/cycleway crosses the slip</p>	<p>There is a lack of crossing facility on the old A428 between Abbotsley Rd and the proposed footway/cycle track on Toseland Road.</p> <p>The proposed footway and bridge on Toseland Road needs to provide for all NMUs and allow for cyclists continuing north with a suitable transition from off to on road. The structures drawing for Toseland Road (contained in DCO application 2-10 engg. sections part 3) clearly show cycleway provision and cycle parapet on bridge.</p> <p>Type and location of signalised crossing needs to be agreed.</p> <p>As set out in 9.26 Appendix C [REP3-041] the original intention was to provide a cycleway and footway on the bridge. Evidence was given at</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>roads at the proposed Cambridge Road junction.</p> <p>The design of the B1046 is a replacement of the existing infrastructure. The existing infrastructure does not accommodate provision for walkers, cyclists and/or horse-riders and therefore it is not proposed in the design of the road or the overbridge.</p> <p>National Highways does not believe that any cycling provision along Toseland Road has been removed from the Application.</p> <p>This issue has been broken down into the below points 6.22.1- 6.22.</p>	<p>ISH2 that this should be all-inclusive NMU provision in order to future-proof NMU provision and connectivity to the wider network, including encouraging modal shift for walking and cycling from the outlying villages to the main transport corridor. The work would require only limited additional cost at the time of construction compared with the considerable difficulty of having to retrofit design.</p>		
6.22.1	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The users of the proposed footway on Toseland Road are expected to use the existing crossing facility currently on the existing A428. The volume of traffic along the existing A428 will be significantly lower when the new dual carriageway is open for traffic and safe gaps in	The proposed footway and bridge on Toseland Road needs to provide for all NMUs and allow for cyclists continuing north with a suitable transition from off to on road. The structures drawing for Toseland Road contained in APP-019 (DCO application 2.10 Engineering	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
			<p>traffic for crossing will be more frequent.</p> <p>The proposed footway along Toseland Road does not cater for cyclists and therefore transitions are not appropriate. It is expected that cyclists will use the carriageway along Toseland road owing to the low volumes of motorised traffic along the route.</p> <p>National Highways does not believe that any cycling provision along Toseland Road has been removed from the Application.</p>	<p>Sections Part 3) clearly show cycleway provision and cycle parapet on bridge.</p> <p>As set out in 9.26 Appendix C [REP3-041] the original intention was to provide a cycleway and footway on the bridge.</p>		
6.22.2	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	The design of the B1046 is a replacement of the existing infrastructure. The existing infrastructure does not accommodate provision for walkers, cyclists and/or horse-riders and therefore it is not proposed in the design of the road or the overbridge.	<p>The Councils are currently considering NH's latest responses received on 10/12/21 and will provide an update at a future iteration of this SoCG.</p> <p>The B1046 Potton Road overbridge will be a new bridge being built by NH. This is an opportunity to improve on past provision, and to future proof the route for further improvements along the corridor.</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				The cost of providing NMU provision at a later date will also be uneconomical and possibly unfeasible if there is not enough space.		
6.22.3			Signalised crossings will be provided where the shared footway/cycleway crosses the slip roads at the proposed Cambridge Road junction.	CCC agree with the position that Signalised Crossings on slips roads should be provided in accordance with DMRB CD143. The crossings should be suitable for all NMU users: pedestrians, cyclists and equestrians.	Not agreed	
6.22.4	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	Signalised crossings will be provided where the shared footway/cycleway crosses the slip roads at the proposed Caxton Gibbet junction.	CCC agree with the position that Signalised Crossings on slips roads should be provided in accordance with DMRB CD143. Crossings should be suitable for all NMU users: pedestrians, cyclists and equestrians.	Agreed	
6.22.5	Cycling Provision	The Joint Relevant Representation for CCC, SCDC and HDC [RR-013] and [RR-048] and [RR-100]	Signalised crossings will be provided where the shared footway/cycleway crosses the A1198 north and south of the proposed Caxton Gibbet junction.	CCC agree with the position that Signalised Crossings on A1198 north and south of the proposed Caxton Gibbet Junction should be provided in accordance with DMRB CD143.	Agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
6.22.6	NMU Provision		<p>The routes that the Scheme is providing and that will be handed over to CCC can be designated for equestrian use by CCC following handover. National Highways does not preclude CCC from doing these upgrades.</p> <p>The provision for walkers, cyclist and horse-riders is determined on an identified need basis for which evidence is gathered. Provision is not made by default for specific user groups. The assessment of the existing provision and need is detailed in the Walking, Cycling, Horse-riding Assessment and Review (WCHAR) report undertaken by National Highways in the Transport Assessment – Part 2 [APP-242]. National Highways has considered relevant national and local policies and strategies, as well as collision history, trip generators and other transport services in the determination of the provision.</p>	<p>It is the Council's policy to consider the needs of equestrians and its public sector equality duty (specifically with regard to those with disabilities) when considering the provision of facilities for pedestrians and cyclists, and where desirable to expand provision to equestrians. It must also have regard to the statutory Rights of Way Improvement Plan (ROWIP), part of the Local Transport Plan.</p> <p>Unfortunately, the statutory definitions contained in the Highways Act 1980 do not as yet contain a defined class of within carriageway highway provision for the use of pedestrians, equestrians and cyclists only: cycle tracks exclude equestrians; horse margins exclude cyclists and footways exclude both cyclists and equestrians. The DCO can create a type of highway with rights for pedestrians, equestrians and cyclists only. But it is then unclear how the Council and other agencies could enforce against the</p>	Not agreed	

Ref	Issue	Document Reference	National Highways Position	Cambridgeshire County Council (as Local Highways Authority) Position	Status	Date
				<p>use of such within carriageway NMU provision by motorists (the Council specifically foresees the potential use of such NMU provision by motorcyclists). Where the Council requests consideration be given to NMU provision in the DCO it also requests that the DCO contains traffic regulation provisions making the use of such NMU provision illegal by unauthorised vehicles a criminal offense. The Council would welcome the opportunity to discuss this in detail.</p>		

Appendix A Record of Engagement Tables

Table 3--1 – Records of Engagement – CCC

Date	Form of correspondence	Key topics discussed and key outcomes
29/03/2017	Letter	Non-intrusive ecological surveys.
07/07/2017	Meeting	A Technical Working Group meeting covering a broad scope of subjects was held with HE, HDC, BBC, CBC and CCC. HE outlined progress to date and sought input on technical areas. CCC advised the need for an early proactive asset management approach to the scheme following experience of the A14, CCC requested that an Assets Workstream be set up asap. CCC sought early sharing of design to facilitate meaningful input for PROW/NMUs. CCC provided a schema example to assist identification of asset issues. Issue of costs raised.
08/08/2017	Meeting	A meeting with the lead local flood authorities and internal drainage board for a discussion on flood risk
11/08/2017; 16/08/2017; 17/08/2017; and 08/09/2017	Email	Emails between HE and CCC following an initial planning data/information request made by HE for all future planned development (including residential, employment, retail etc) and future transport development plans within Cambridgeshire.
10/10/2017	Email	Email from CCC's Flood and Water Team asking whether any water level and/or wildlife surveys of the Hen Brook and whether the results can be shared with CCC and a local landowner.
29/01/2018	Email	Emails between HE and CCC to confirm attendees at the next TWG meeting. HE also requested CCC to advise on any preferences they may have regarding the photomontage viewpoints for the LVIA.
06/02/2018; 29 January 2018	Email	Emails between HE and CCC's Public Rights of Way contact regarding a meeting to discuss current plans for the scheme and impact on the rights of way network. It was agreed that a meeting would be held in March.
07/02/2018	Meeting	Meeting to introduce the programme for the Scheme and discuss the highways design, de-trunking, affected side roads and public rights of way.

Date	Form of correspondence	Key topics discussed and key outcomes
21/02/2018	Email	Email from NH with attached final Minutes for the meeting held on 29/01/2018 between HE, CCC, and National Highways. Also a reminder about CCC's request for there to be a governance structure in place for interaction between the A428 team and CCC, and an agreement to be in place between HE and CCC for the reimbursement of CCC costs.
15/03/2018	Meeting	Meeting to discuss the plans for public rights of way that are affected by the Scheme and non-motorised users' facilities. The role of HE Designated Funds was also shared with the local authority. Request from CCC for an NMU link running alongside the new A428 to link St Neots with Caxton Gibbett. Grade-separated crossing at Eltisley BR6 requested to resolve severance caused by current trunk road.
23/04/2018	Meeting	Meeting with CCC's Public Health team and CPLS Mind on Suicide prevention measures for the A428 scheme.
05/06/2018	Email	Email from CCC to HE re having a central information point for the project and sharing an example of a message from residents about communication on the project being poor. Requested plan for going forward.
08/06/2018	Email	HE circulated minutes from the meeting on 23 April 2018 with CCC's Public Health to attendees.
09/08/2018	Email	Cultural Heritage - Initial email from HE introducing the scheme and requesting meeting.
10/08/2018	Email	Email from CCC confirming their attendance at the requested meeting on Tuesday 18 September 2018.
03/09/2018	Email	Cultural Heritage - Email from CCC to HE confirming room booking for the meeting on 18 September 2018.
18/09/2018	Meeting	Meeting with BBC and CCC to give an introduction to the Scheme and programme and approach to assessment of significance of heritage assets.
16/10/2018	Email	Cultural Heritage - HE request quote from CCC to produce the required Written Scheme of Investigation (WSI) for the geophysical survey of the proposed route.
18/10/2018	Email	Cultural Heritage - HE received information from CCC on their charging policy and council briefs, and quote for producing this.

Date	Form of correspondence	Key topics discussed and key outcomes
06/11/2018	Email	Email from HE (Cultural Heritage) to CCC enquiring about progress with producing a brief for geophysical survey and confirming that a copy of the current red line boundary plans will be provided, plus accompanying information.
12/11/2018	Meeting	Meeting in relation to the role of Designated Funds and specific areas within the local authorities' area.
03/12/2018	Email	Email from HE (Cultural Heritage) to CCC asking if they can provide update on the geophysical WSI for the A428 scheme, following the email sent from AECOM to CCC on 06/11/2018 about the same matter.
10/12/2018	Email	Email from CCC to HE (Cultural Heritage) in response to the email from HE on 3 December 2018 apologising for delay and advising they will provide requested information that week.
13/12/2018	Email	Cultural Heritage - HE follow up geophysics brief from Councils.
03/01/2019	Email	Cultural Heritage - HE chased comments on geophysics WSI.
14/03/2019	Email	Cultural Heritage - HE sent information to councils on preferred route announcement and update on progress to geophysical survey.
15/03/2019	Email	Cultural Heritage - HE provided councils with link to plans/drawings.
25/03/2019	Email	WSI prepared by MHI for geophysical survey sent by HE to councils for review.
26/03/2019	Email.	CCC comments on WSI received, which were sent on behalf of all three Councils.
28/03/2019	Email	Cultural Heritage - HE response to some comments by CCC on WSI sent back.
10/04/2019	Email	Cultural Heritage - HE request made for additional data for small outlier compounds etc.
11/04/2019	Email	Cultural Heritage – HE received confirmation from CCC that proposed study area for compounds is acceptable.
12/04/2019	Email	Cultural Heritage – HE request for additional data.

Date	Form of correspondence	Key topics discussed and key outcomes
30/04/2019	Meeting	HE Cultural Heritage - meeting with BBC, CBC and CCC to provide an update following geophysical and aerial photography surveys. Discussion on trenching strategy and mitigation strategy also took place.
31/05/2019	Letter	Statutory Consultation Launch Communications.
06/06/2019	Email	Cultural Heritage - First draft of Phase 1 trenching layout sent to BBC, CBC, and CCC.
07/06/2019	Email	Cultural Heritage - CCC confirm they agree with email from CBC sent earlier in the day detailing some initial high-level comments on the proposed trenching plan.
10/06/2019	Meeting	Cultural Heritage - meeting with BBC and CCC to discuss trenching strategy and principles of it, as well as changes needed and a requirement for contingency. The approach and logistics of trench signoffs was discussed.
14/06/2019	Email	Cultural Heritage – minutes from meeting of 10/06/2019 sent out to BBC, CBC, and CCC.
24/06/2019	Email	Cultural Heritage – second draft of Phase 1 trench layout sent to BBC, CBC, and CCC.
22/07/2019	Email	Cultural Heritage – Links to reports from Wintringham Park provided by CCC.
22/07/2019	Email	Cultural Heritage – CCC provided comments on second draft of Phase 1 trenching layout
29/07/2019	Response to Statutory Consultation	Cambridgeshire Authorities Response to A428 July Consultation.
13/08/2019	Email	Cultural Heritage – CCC provided further comments on Phase 1 trenching.
19/08/2019	Email	Cultural Heritage – Email from HE to CCC stating that no further comments on Phase 1 trenching will be accepted.
21/08/2019	Email	Cultural Heritage – Questions from CCC regarding phase 2 geophysics areas and how they will be investigated, and reminder that brief is out of date.

Date	Form of correspondence	Key topics discussed and key outcomes
21/08/2019	Email	Cultural Heritage – Request for updated brief from HE. Confirmed that Phase 2 Geophysical Survey results will be targeted in Phase 2 of trenching.
02/10/2019	Meeting	Highways and Planning Technical Working Group.
08/10/2019	Meeting	Strategic Road Users Technical Working Group.
08/10/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
14/10/2019	Meeting	Economic and Benefits Technical Working Group.
17/10/2019	Meeting	An inaugural meeting was held with BBC, CCC, CBC and SCDC as part of the formation of the Flood Risk/ Water Management group, and covered the terms of reference for the working group, the lessons that could be learnt from the A14 and each authorities' areas watercourses and responsibilities. National Highways also gave an overview of the different types of hydraulic modelling of water course crossings and overland runoff for the three main technical notes to be generated (River Ouse Crossing, Bedfordshire Area and Cambridgeshire Area). The Environment Agency and the Bedford Group of Drainage Boards were also in attendance.
22/10/2019	Email	Cultural Heritage – Email from CCC asking about aerial photographic report and whether contractor on board for trenching.
22/10/2019	Email	Cultural Heritage – Information on status of aerial photography report sent by HE to councils. Responded to query about trenching contractor.
23/10/2019	Email	Cultural Heritage – Email from CCC asking about payment for their time.
28/10/2019	Email	Cultural Heritage – Update on charging for consultation time sent to councils by HE.
30/10/2019	Email	Email from CCC Archaeologist inviting HE to a meeting with CCC Archaeologists to discuss strategy for mile markers for the scheme.
08/11/2019	Phone call	Phone call with CCC to discuss traffic model sharing requirements. CCC requested access to model to understand impacts to CCC network. It was explained that HE would not provide full access but a cordon could be provided. A meeting was set up for 29 November 2019 to facilitate further discussion.

Date	Form of correspondence	Key topics discussed and key outcomes
13/11/2019	Email	Cultural Heritage – Email to HE’s Archaeologist regarding impacts on milestones from CCC.
29/11/2019	Meeting	Meeting with CCC following the release of traffic modelling outputs as part of the statutory consultation to discuss traffic modelling that HE had and were undertaking, specifically, the extent of the model that can be supplied and to ensure it was appropriate for CCC’s intended analysis.
29/11/2019	Email	Email to CCC Highways outlining scheme and listing the package of documents to be sent, with attached formal letter setting out details of the work packages as well as the B1046 and Potton Road Junction Technical Note (Package 1) for their approval. It was also asked whether CCC would like hard copies of the documents.
02/12/2019	Email	Email from CCC advising HE that the timescales identified in relation to the email on 29 November 2019 seem unrealistic without a signed Planning Performance Agreement (PPA) in place to cover costs associated with resource procurement to review the submission documents.
03/12/2019	Email	Email to CCC confirming that a cordon of Stage 3 A428 traffic model can be released to CCC as discussed at the meeting on 29 November 2019, and that the data should be available early/mid January 2020.
04/12/2019	Email	Email to attendees of traffic meeting with CCC on 29 November 2019 to share copy of minutes.
05/12/2019	Email	Cultural Heritage – list of tasks received from CCC that they will need to complete through to DCO submission to progress payment
09/12/2019	Meeting	Economic and Benefits Technical Working Group.
10/12/2019	Meeting	Strategic Road Users Technical Working Group.
11/12/2019	Meeting	Highways and Planning Technical Working Group.
12/12/2019	Email	Cultural Heritage – Email from CCC received stating they would not review the WSI until the new year.
13/12/2019	Email	Cultural Heritage – Phase 2 trenching plan sent to BBC, BCB, and CCC via file transfer.
16/12/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.

Date	Form of correspondence	Key topics discussed and key outcomes
18/12/2019	Email	Cultural Heritage – screenshot of slight amendments to Phase 2 trenches sent to BBC, CBC, and CCC by HE.
07/01/2020	Email	Cultural Heritage – WSI resent to CCC by HE.
07/01/2020	Email	Cultural Heritage – CCC enquiry about aerial photograph report received.
09/01/2020	Email	Cultural Heritage – chased comments from CCC on Phase 1 WSI.
10/01/2020	Email	Cultural Heritage – comments on Phase 1 WSI received from CCC and BBC. Receipt of aerial photographs report.
15/01/2020	Email	Request by HE for historical flood event data for fluvial, pluvial, groundwater, sewer, snowmelt, reservoir and other artificial flood sources from CCC.
21/01/2020	Email	Cultural Heritage – comments received from CCC on aerial photographs report.
21/01/2020	Meeting	Economic and Benefits TWG workshop.
22/01/2020	Email	Cultural Heritage – HE queries sent back to CCC on aerial photographs report.
23/01/2020	Email	Cultural Heritage – further comments received from CCC on aerial photographs report.
24/01/2020	Email	Cultural Heritage – HE further comments received on Phase 1 WSI from CCC and BBC.
24/01/2020	Email	Cultural Heritage – Confirmation from CBC that comments on WSI will be addressed and asked for any other comments from CCC and BBC. Work will start on site 28 January 2020
24/01/2020	Email	Cultural Heritage – Request from CCC for digital data to be sent by HE to Historic Environment Record for geophysical survey and aerial photographs.
24/01/2020	Email	Cultural Heritage – Confirmation by CCC that Phase 1 WSI is accepted and works can commence.
25/02/2020	Meeting	Economic and Benefits Technical Working Group.

Date	Form of correspondence	Key topics discussed and key outcomes
28/01/2020	Email	Cultural Heritage – HE email to BBC, CBC, and CCC confirming work has started and contingency can be accommodated as required. Informed curators of need for minor changes to Phase 1 trenches for safety reasons – information will be sent. Reminder that comments on Phase 2 trench layout were needed.
28/01/2020	Email	Cultural Heritage – Email from CCC asking if the aerial photograph layer was available to inform comments.
17/02/2020	Email	Cultural Heritage – HE desk-based assessment sent to councils for information.
02/03/2020	Email	Cultural Heritage – HE geophysical survey reports sent to councils for comment.
03/03/2020	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
05/03/2020	Meeting	Local Authorities Traffic Meeting (with BBC, CCC and CBC). The project team presented information on the Stage 3 Model, including the model network and area of detailed modelling. The traffic forecasting process was explained and presented to the local authorities as well as the Model Cordon Data.
08/03/2020	Email	Cultural Heritage – further information on costs received from CCC for monitoring.
09/03/2020	Email	Cultural Heritage – comments received from CCC on desk-based assessment.
11/03/2020	Email	Work packages issued to CCC Transport for: <ul style="list-style-type: none"> • B1046 and Potton Road Junction • Cambridge Road Junction • Toseland Road • B1040/Eltisley Junction • Caxton Gibbet Junction • Public Rights of Way.
11/03/2020	Briefing Note	This included: <ol style="list-style-type: none"> 1) General comments on Watercourse Overview Technical Note. 2) Hydrology – sensitivity testing, rainfall data and catchments. 3) Hydraulic modelling.

Date	Form of correspondence	Key topics discussed and key outcomes
		4) Flow controls.
12/03/2020	Meeting	Further to the meeting on 17 October 2019 a second meeting was held for the Flood Risk/ Water Management Technical Working Group. In this meeting each local authorities' watercourse was reviewed and discussed and the terms of reference for the group were finalised and agreed. The Environment Agency and Bedford Group of Drainage Boards were also in attendance.
13/03/2020	Meeting	The project team met with the LAs to introduce ways of working within the draft PPA, review work packages issued and upcoming and reach understanding regarding the required level of commentary, review and input from CCC and Districts. HE gave an update on surveys and biodiversity net gain before splitting into separate technical discipline groups to discuss relative technical requirements more thoroughly.
14/04/2020	Meeting	Cultural Heritage – Teams meeting with BBC, CCC, and CBC over resourcing and Statements of Common Ground and how COVID-19 might impact archaeological investigation. An update was also provided on Phase 1 fieldwork and the archaeological potential and land access of various fields were discussed. Historic England were also in attendance.
14/04/2020	Email	Cultural Heritage – Details received from CCC regarding assessment of the medieval-post-medieval landscape.
17/04/2020	Email	Cultural Heritage – Email from CCC outlining Covid-19 requirements for site visits.
20/04/2020	Email	Cultural Heritage – Two further emails from CCC providing additional info on site visit requirements.
23/04/2020	Email	Cultural Heritage – WSI for Phase 2 trenching sent to councils for review.
23/04/2020	Email	Cultural Heritage – Comments received from CCC on Phase 2 WSI.
24/04/2020	Email	Cultural Heritage – Further comments received from CCC on Phase 2 WSI.
29/04/2020	Email	Cultural Heritage – comments on phase 2 trench plan. NB these had previously been agreed.
07/05/2020	Email	Cultural Heritage – Phase 3 geophysics and Phase 3 trench plan sent to BBC, CBC and CCC.

Date	Form of correspondence	Key topics discussed and key outcomes
11/05/2020	Email	EWP1 Major Developments work package for SCDC and HDC issued to CCC.
11/05/2020	Email	HE email to CCC containing the work packages for Major Developments – Future Baseline, Noise Officer Liaison, Archaeology WSI and ATT sign off and Public Health Information.
12/05/2020	Email	Cultural Heritage – Received information from CCC regarding phase 3 trench layout.
13/05/2020	Email	From CCC stating the requesting the Scheme programme and clarification regarding EWP1.
13/05/2020	Email	HE email to CCC containing clarification of EWP1.
14/05/2020	Email	Cultural Heritage – Further comments from CCC received regarding phase 3 trench layout.
19/05/2020	Email	Cultural Heritage – Copy of Phase 1 trenching report sent to BBC, CBC and CCC.
19/05/2020	Email	Cultural Heritage – Received comments from CCC on Phase 1 trenching report.
19/05/2020	Meeting	Traffic and Transport Meeting: LMVR and Modelling. In a Local Model Validation Report (LMVR) and modelling workshop with the local authorities the project team ran through an overview of the Stage 3 Model, including an overview of the base year model calibration and validation performance.
21/05/2020	Email	Cultural Heritage – Received further comments from CCC regarding Phase 3 trench layout.
21/05/2020	Meeting	Cultural Heritage Meeting: MOLA gave a presentation on the results of the Phase 1 trenching. Attendees were informed that it was possible that not all trenching results would be available with the submission of the DCO and could be submitted as an addendum.
21/05/2020	Email	Cultural Heritage – HE issued slides from meeting presentation to Historic England, BBC, CBC, and CCC.
09/06/2020	Email	Cultural Heritage – Received complaint from CCC that they have not had sufficient information to discuss mitigation or assess the scheme.
16/06/2020	Email	Cultural Heritage – Request from CCC for additional trenches in F65.

Date	Form of correspondence	Key topics discussed and key outcomes
16/06/2020	Email	Cultural Heritage – Received complaint that the red line boundary was incorrect on plans CCC were using.
23/06/2020	Email	Cultural Heritage – Phase 3 WSI sent to BBC, CBC, and CCC.
24/06/2020	Email	Cultural Heritage – Link for online consultation sent to BBC, CBC, and CCC.
24/06/2020	Letter	Supplementary Consultation Launch Communications.
25/06/2020	Meeting	A meeting with BBC, CCC, and CBC to discuss five sites that would be targeted early (F9, F34, F44, F59 and F97). These sites were all required for advanced construction activity, including compounds, statutory diversions and borrow pits. Concerns over furrows were raised by attendees and further specialist research was undertaken as a result. Historic England were also in attendance.
30/06/2020	Email	Ordinary Watercourse Modelling and Hydrology Reports issued to EA for CCC for review (EA leading).
02/07/2020	Email	Cultural Heritage – Comments on Phase 3 WSI received from CCC.
06/07/2020	Email	Cultural Heritage – Request sent to CCC for quote for package of works to review Scopes of Work for advance work.
07/07/2020	Email	Cultural Heritage – CCC provided response to email sent 6 July 2020 saying briefs cannot be produced until detailed results from Phase 1 are available. CCC also raised concerns regarding advance works in general.
14/07/2020	Email	CCC provided A428 Supplementary consultation Asset Management comments.
21/07/2020	Meeting	Traffic Forecasting Meeting held with BBC, CCC, and CBC to present the methodology adopted for the traffic forecasting and the results of the future forecasts to the local authorities.
28/07/2020	Email	WCHAR (Walking, Cycling, Horse-riding Assessment Review) Work package issued to CCC for review and comment.

Date	Form of correspondence	Key topics discussed and key outcomes
29/07/2020	Email	Work packages issued to CCC Transport for: <ul style="list-style-type: none"> • B1046 and Potton Road Junction • Cambridge Road Junction • Toseland Road • B1040/Eltisley Junction • Caxton Gibbet Junction • Public Rights of Way.
29/07/2020	Email	CCC response to supplementary consultation.
30/07/2020	Email	BBCEWP4 - Public Health issued to CCC.
30/07/2020	Email	EWP7 Archaeology WSI work package issued to CCC County Archaeologist.
31/07/2020	Email	Work package on Order Plans & Schedules issued to CCC.
12/08/2020	Email	Work packages issued to CCC Transport for: <ul style="list-style-type: none"> • B1046 and Potton Road Junction • Cambridge Road Junction • Toseland Road • B1040/Eltisley Junction • Caxton Gibbet Junction • Public Rights of Way.
12/08/2020	Email	Classification of Roads Plans work package issued to CCC Transport.
12/08/2020	Email	Work package issued to CCC Transport: De-trunking plans.
17/08/2020	Email	Cultural Heritage – Meeting notes for 25 June 2020 meeting sent to Historic England, BBC, CBC, and CCC.
19/08/2020	Email	CCC request for info regarding EWP3 Noise work package.
27/08/2020	Meeting	CCC Transport Assessment meeting to present a summary of the traffic impact and junction capacity modelling to be contained in the Transport Assessment (TA).

Date	Form of correspondence	Key topics discussed and key outcomes
02/09/2020	Email	Email from HE to CCC attaching the sign off sheet from a site visit to Field 92 [site visit: 02/09/2020]. HE asks the council to review and sign.
02/09/2020 – 03/09/2020	Emails	Email correspondence between HE and CCC on anomalies that have arisen during the review of 22 trenches that need signing off. Conclusions are that the transcription is showing an error.
02/09/2020	Meeting	LMVR Base Year Review Meeting.
03/09/2020	Meeting	A meeting was held with CCC, HDC, and SCDC to introduce the council Biodiversity team to the Scheme, this included a summary of the results of the surveys, a walkthrough of the environmental masterplan draft and a discussion of next steps.
08/09/2020	Email	South Eastern Regional Model work package issued to CCC.
09/09/2020	Meeting	Meeting with CCC, CBC, and HDC to provide update on the Scheme, Landscape and Visual Impact Assessment (LVIA), landscape design approach and next steps. In particular, matters covered included the preferred route, baseline information, key landscape effects, planting and mitigation, borrow pits, bridges, structures and river crossings, PRow, scope changes, study area update, surveys and viewpoints.
18/09/2020	Meeting	Cultural Heritage - Meeting with BBC, CCC, and CBC: MOLA presentation of Phase 2 trenching results.
22/09/2020	Email	Cultural Heritage – Slides of Phase 2 trenching presentation shared with HE, BBC, CBC, and CCC.
23/09/2020	Email	Cultural Heritage – Email to HE, BBC, CBC, and CCC sending current draft of the archaeological strategy document prepared by Christopher Evans in advance of the meeting on 24 September 2020.
24/09/2020	Meeting	Cultural Heritage meeting discussing the Draft Archaeology Rationale, Strategy and Mitigation. BBC, CBC, CCC advised that a brief would be needed for the scheme to set out local requirements.
30/09/2020	Email	CCCEWP9 - Public Health work package issued to CCC Public Health Officer for review.
30/09/2020	Email	Water Courses work package issued to CCC Biodiversity/Drainage teams.
30/09/2020	Email	Cultural Heritage – Meeting minutes from the phase 2 trenching presentation shared with HE, BBC, CBC, and CCC.

Date	Form of correspondence	Key topics discussed and key outcomes
30/09/2020	Email	Cultural Heritage – Minutes of meeting on Draft Rationale, Strategy and Mitigation shared with HE, BBC, CBC, and CCC.
30/09/2020	Meeting	Biodiversity meeting covering a walkthrough of the Scheme, likely impacts and mitigation; opportunities for habitat creation; and management and monitoring requirements.
01/10/2020	Submission	CCC: Request for information submitted covering Girton Interchange
01/10/2020	Submission	CCC: Requests for information submitted covering the impact on Croxton, and Eltisley.
02/10/2020	Email	Project management work package “MWP1” issued to CCC for review.
02/10/2020	Email	Cultural Heritage file transfer of updated Phase 1 and 2 trenching reports.
02/10/2020	Email	Email from HE to CCC in advance of formal issue of work package EWP2a for review. This included the ecological information collected by the Scheme and the wording of the work package for review.
09/10/2020	Email	EWP2a – Ecology work package issued to CCC addressing ecology gaps following feedback that work package was too broad.
15/10/2021	Email	CCC review of HE proposed archaeological mitigation areas sent. Evidence for change was based on available reports and HER reviews.
15/10/2020	Meeting	Work package meeting with CCC discussing the content of the work package EWP2a, it included the CCC required biodiversity reports instead of the GIS data which has been send and fully annotated biodiversity net gain maps before they could make a substantive comment.
16/10/2020	Submission	CCC: Request for information covering gantries, signals and cycling provision
16/10/2020	Meeting	Cultural Heritage – Meeting with HE, BBC, CBC, CCC, and MoLA to present results of Phase 3 trenching – presentation by MoLA. Discussion on evaluation also held.
19/10/2020	Submission	CCC: Request for information covering the impact on St Neots
20/10/2020	Email	Work package “Safety Audit” issued to CCC Transport for information purposes only.

Date	Form of correspondence	Key topics discussed and key outcomes
21/10/2020	Email	HDC meeting to discuss requirements of the EWP2b wording.
23/10/2020	Email	Received response from CCC on Cambridge Road Junction Work Package (issued 11 March 2020) re: parts of the design, swept path diagrams still outstanding.
27/10/2020	File transfer	Cultural Heritage – Draft Phase 3 report sent to BBC, CBC, and CCC by file transfer.
29/10/2020	Meeting	Cultural Heritage – Meeting with BBC, CCC, and CBC on Archaeological Mitigation (Review) covering comments on the rationale and strategy from BBC and CBC, and discussion of mitigation areas proposed.
30/10/2020	Email	Comments received from CCC on CCCEWP9 - Public Health work package.
30/10/2020	Email	Comments received from CCC, Highways Asset Information Team on Technical Note HE551495-ACM-GEN-A428_Z_Z_ZZ-TN-CH-0001.
03/11/2020	Email	Carbon work package “CCCEWP14” issued to CCC for review.
04/11/2020	Submission	CCC: Request for information on climate change and carbon impacts.
04/11/2020	Email	Cultural Heritage - CCC sent a table of sites and plans of mitigation areas to assist with SoCG.
05/11/2020	Email	Cultural Heritage – Response to curator comments on the Archaeological Mitigation Strategy sent to BBC, CBC, and CCC.
06/11/2020	Email	Cultural Heritage - CCC preferred excavation areas given again along with investigation technique advice.
10/11/2020	Email	Response received from CCC, including HDC and SCDC response to EWP2a work package (biodiversity).
12/11/2020	Briefing	A meeting was held with local authorities to provide a briefing on the draft Development Consent Order to highlight the key articles and provide an overview of the requirements. An overview of the structure of the Environmental Management Plan and explanation of the role of local authorities in the post submission process (covering Adequacy of Consultation responses and Local Impact Reports) was also provided.
12/11/2020	Email	EWP2b – Landscaping work package re-issued to CCC Landscaping team.

Date	Form of correspondence	Key topics discussed and key outcomes
13/11/2020	Email	Work package "CCCHWP7" issued to CCC Transport.
06/11/2020	Email	Work package CCCRFI 8 – Carbon Information, on this date the EWP14 Carbon issued.
06/11/2020	Email	CCC input on Rights of way and access plans work package received. Document advised where the proposals could be improved, and also commented where the wording was factually incorrect or additional clarification was needed.
13/11/2020	Email	Existing Traffic Regulation Orders, work package titled "PART 7- Revocations & Variations of Existing Traffic Regulation Orders" issued to CCC Transport.
13/11/2020	Email	Swept Path drawings issued to CCC for review. CCC identified queries on some of the data and will issue for review w/c 16 November 2020.
13/11/2020	Meeting	Liaison with the HE Legacy team on cycling provisions.
17/11/2020	Email	"CCCTWP1 - Traffic Work Package" issued to CCC Transport.
20/11/2020	Email	"CCCTWP1 - Traffic Work Package", which was issued to CCC Transport on 17 November 2020, was rejected due to missing info. Information requested by CCC.
20/11/2020	Email	Swept path documents received.
20/11/2020	File transfer	Cultural Heritage – Revised phase 3 report shared with HE, BBC, CBC, and CCC via We Transfer and CCC file share.
25/11/2020	Email	Cultural Heritage – Email to CCC informing them that Phase 3 report was for info only. No further comments were expected.
25/11/2020	Meeting	Cultural Heritage meeting discussing the A428 evaluation reporting process.
25/11/2020	Email	Cultural Heritage – Received notification from CCC that they were preparing a brief for the Scheme, as had been recommended in a meeting on 24/09/2020
25/11/2020	Letter	Letter requesting that HE engage formally on protective provisions, SoCG, and asking for discussion on a legal agreement, and the dDCO drafting to reach agreement on key issues before submission.

Date	Form of correspondence	Key topics discussed and key outcomes
26/11/2020	Email	Cultural Heritage – Email from HE Archaeologist at CCC with list of sites HE believes we are in agreement with CCC about.
09/12/2020	Email	New work packages sent to CCC, response due 23/12/2020
11/12/2020	Email	Cultural Heritage - Joint Authorities' Archaeological Brief v1 issued to HE.
17/12/2020	Meeting	Cultural Heritage - Meeting with CCC on SOCGs.
17/12/2020	Email	CCC provided joint response on EWP2b Landscaping work package; the councils considered there to be significant gaps in info provided.
18/12/2020	Meeting	Meeting with CCC to cover response for highways work packages.
18/12/2020	Email	CCC comments received on De-trunking plans work package.
21/01/2021	Email	Cultural Heritage – Email to CCC notifying that the final Phase 1 report was for information only.
21/01/2021	Workshop	A meeting was held with CCC to discuss the details of the de-trunking, including, signage, white lining, lighting. HE operations update was also provided. It was agreed that a draft legal agreement on the terms of the de-trunking would be shared with the local authority in due course. Emails subsequently exchanged regarding amendments required to the de-trunking plans to be included in the draft Order.
22/01/2020	Email	Cultural Heritage – Email from CCC confirming that the previous email was understood (that Phase 1 report was for info only).
29/01/2021	Meeting	Meeting with BBC, CCC, and CBC to discuss impacts arising from construction and proposed traffic management measures. This included an outline of the construction management plan, local modelling (including details of junction assessments) and strategic modelling.
03/02/2021	Briefing	Meeting with BBC, CCC, and CBC, local authority officers - briefed on a Scheme walk through which included mainline alignment design and reason for changes, junction locations and designs, key structures, public rights of way proposals, borrow pits and key constraints and design considerations. The structure of the DCO application and the key documents within it were also covered. A recap was provided on the role of local authorities in the post submission period, as well as an update on the draft legal agreements.
05/02/2021	Meeting	Meeting with BBC, CCC, and CBC - the results of the sensitivity tests for the update of the Uncertainty Log were presented to the local

Date	Form of correspondence	Key topics discussed and key outcomes
		authorities. This is reported in application document [TR010044/APP/7.9] - Sensitivity Test Utilising 2020 Uncertainty Log Data.
08/02/2021	Email	Email from HE to attendees of 'BC to CG scheme walk through & content of application briefing' attaching a link to the recording of the briefing.
11/02/2021	Meeting	Cultural Heritage – Meeting with CCC on SOCG.
12/02/2021	Email	Work Package 6 (Public Rights of Way) which was issued to CCC Transport, response to additional comments made by CCC were issued on this date.
15/02/2021	Email	Cultural Heritage - CCC sent formal written response to Draft Rationale and Strategy previously only discussed in meetings. Advised the investigation strategy should be compliant with the Joint Authorities' Archaeological Brief.
15/02/2021	Email	Email from HE to attendees of 'Scheme walk through & content of application briefing' sharing an attached document listing actions noted from the meeting.
16/02/2021	Meeting	Cultural Heritage – Meeting with CCC on SOCG.
23/02/2021	Email	Email from HE to attendees of Borrow Pits meeting attaching the draft Borrow Pits Options Report, and sharing agenda for the forthcoming call.
24/02/2021	Email	Work package "CCCHWP15 LTN 1/20" issued to CCC Highways for review and comment.
24/02/2021	Email	Meeting minutes from CCC EWP2a meeting.
24/02/2021	Email	Meeting minutes from SCDC EWP2a meeting.
25/02/2021	Email	Meeting minutes from SCDC EWP2b meeting.
26/02/2021	Email	Meeting minutes from HDC EWP2b and responses to further questions regarding landscape.
02/03/2021	Meeting	Cultural Heritage – Meeting with CCC and MOLA to review A428 Archaeology.
13/03/2021	Meeting	Meeting between HE and CCC re: Work Packages.

Date	Form of correspondence	Key topics discussed and key outcomes
22/03/2021	Meeting	Members Meeting.
24/03/2021	Meeting	Members Meeting.
26/03/2021	Email	CCC Transport comments received.
29/04/2021 and 07/05/2021	Email	Email from HE to CCC indicating the plan to recommence engagement and requesting names of technical specialists and availabilities.
06/05/2021	Meeting	Initial Local Technical Review Group meeting.
07/05/2021	Email	Email from CCC to HE asking for direct contact between technical specialists from both sides and cc'ing lead officers. CCC indicated preference for a joint response and that noise and vibration, air quality and environmental health areas are more a matter for the districts.
13/05/2021	Meeting	Local Technical Review Group meeting - HE responses to Statutory Consultation.
20/05/2021	Meeting	Local Technical Review Group meeting - Issues on Strategic Models.
01/06/2021	Meeting	Cultural heritage update meeting with CCC covering introduction to the SoCG and cultural heritage impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 03/06/2021.
03/06/2021	Meeting	Climate update meeting with the Cambridgeshire authorities covering introduction to the SoCG and climate impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 04/06/2021.
03/06/2021	Meeting	Biodiversity update meeting with the Cambridgeshire authorities covering introduction to the SoCG and biodiversity impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 08/06/2021.
07/06/2021	Email	Email from CCC to HE asking why CCC were not represented at the Climate update meeting (03 June 2021).
07/06/2021	Email	Email from HE to CCC indicating that the climate representative had accepted the meeting invitation prior to the meeting date and then declined the morning of the meeting.
10/06/2021	Meeting	Local Technical Review Group meeting - Development of Local Models.

Date	Form of correspondence	Key topics discussed and key outcomes
15/06/2021	Meeting	Air quality and Noise and vibration update meeting with the Cambridgeshire authorities covering introduction to the SoCG and air quality impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 17/06/2021.
15/06/2021	Email	Email to attendees of 'Outline Construction Traffic Management Plan Meeting' attaching minutes from the meeting and sharing potential future meeting dates, asking for availability.
16/06/2021	Meeting	Road drainage and water environment update meeting with CCC covering introduction to the SoCG and road drainage and water environment impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 21/06/2021.
June 2021	Joint letter	Joint letter from the Cambridgeshire authorities to HE containing Relevant Representations (via the Planning Inspectorate).
21/06/2021	Meeting	Members Meeting - Construction Impacts on Traffic.
23/06/2021	Email	Email from HE to the Cambridgeshire authorities requesting availabilities for a Landscape and visual SOCG meeting. No response received.
24/06/2021	Email	Email from HE to CCC Archaeologist sharing two documents with plans showing the areas discussed for excavation as part of the A428 improvement, which HE propose as advance works, alongside a brief narrative that presents the text, area, impacts on the sites.
30/06/2021	Meeting	Cultural Heritage - SoCG meeting with CCC to discuss current positions. Meeting minutes were circulated following the meeting on 08/07/2021.
01/07/2021	Meeting	Material assets and waste update meeting with CCC, BBC and CBC covering introduction to the SoCG and material assets and waste impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 08/07/2021.
02/07/2021	Email	Email from HE (legal) responding to CCC's query on proposed SuDS. Screenshots and annotations of anticipated locations of SuDS were included. Confirmation of the SuDS forming part of the highway drainage which CCC would be responsible for maintaining as local highway authority was explained and illustrated.
02/07/2021	Email	Email from CCC to HE containing a log of key biodiversity issues.

Date	Form of correspondence	Key topics discussed and key outcomes
05/07/2021	Email	Email from CCC to HE containing the archaeological sites that CCC considers should be included within the Archaeological Mitigation Strategy, and other archaeological matters for consideration within the SOCG.
06/07/2021	Meeting	Meeting with CCC, HDC and SCDC - Biodiversity SOCG with the Cambridgeshire authorities meeting to discuss current positions. Meeting minutes were circulated following the meeting on 13/07/2021.
06/07/2021	Email	Email from HE to CCC, HDC and SCDC - Air Quality and Noise and Vibration note providing further information on the impacts and effects at Eltisley and St Neots.
08/07/2021	Meeting	Meeting with CCC, HDC and SCDC - Climate SOCG meeting with the Cambridgeshire authorities to discuss current positions. Relevant representations also discussed. Meeting minutes were circulated following the meeting on 19/07/2021.
09/07/2021	Email	Email from CCC with suggested edits to the Cultural Heritage SOCGs meeting minutes and the council's advice on Early Entry sites.
13/07/2021	Letter	Letter from CCC to HE expressing concern about the lack of progress resolving issues on traffic modelling, and requesting again that meetings are arranged to discuss the SoCG, dDCO drafting, the legal agreement, highway design, and protective provisions. Confirms the Council's commitment to working with NH to resolve issues.
15/07/2021	Meeting	Meeting with CCC, HDC and SCDC – HE gave a demonstration of the operational noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 21/07/2021.
21/07/2021	Email	CCC shared latest issues log with HE – 70 items.
28/07/2021	Email	Email to CCC Archaeologist regarding agreed costs for CHETS and confirmation that letters are going out to the landowner of areas F64 and F65, then the landowner of F58 and F62. Asked CCC if they are content for HE to progress the CHET payment prior to landowner responses, and what planning issues they wanted HE to pick up.
28/07/2021	Email	Email to CCC, HDC and SCDC attaching draft presentation slides ahead of construction noise modelling meeting the next day with Cambridgeshire authorities.
29/07/2021	Meeting	Meeting with CCC, HDC and SCDC - HE gave a demonstration of the construction noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 12/08/2021.

Date	Form of correspondence	Key topics discussed and key outcomes
29/07/2021	Email	Email to CCC Archaeology team attaching document detailing HE comments on the Joint Council Brief and proposed amendments. Confirmation of meeting on 12 August 2021.
30/07/2021	Email	Email invitation for follow up meeting regarding HE's commitment to undertake a review of possibility to reposition the southern dumbbell roundabout at the Eltisley Link in a more westerly position. Suggested dates and times sent to recipients.
30/07/2021	Email	Email from CCC councillor confirming he can make all suggested dates/times for the meeting regarding the potential reposition of the southern dumbbell roundabout at Eltisley Link.
30/07/2021	Email	Email to CCC regarding the DCO Combined Issues Log received on 23 July asking for the Council's public health concerns ahead of the forthcoming meeting on 17 August 2021 to ensure an efficient meeting.
30/07/2021	Email	Email from CCC advising that the issue logs have been provided previously before the re-issue on 23 July 2021 and that they are clear on the areas for discussion but if HE can highlight what is not clear then they can assist. CCC also querying areas within the Statement of Common Ground subject to agreement.
30/07/2021	Email	Email to CCC, HDC and SCDC confirming HE will look through previously issued logs and SOCGs and prepare the population and human health presentation, and that an agenda will be circulated before the meeting on 17 August 2021.
30/07/2021	Email	Email from CCC confirming they will check the views of the County's Public Health lead ahead of meeting on 17 August 2021.
30/07/2021	Email	Email from HE attaching presentation slides and agenda ahead of the air quality and noise and vibration SOCG meeting with Cambridgeshire authorities on Tuesday 3 August 2021.
30/07/2021	Email	Email from HE attaching the agenda for the Landscape and Visual effects SOCG meeting on 4 August 2021 to the Cambridgeshire authorities.
30/07/2021	Email	Email from HE to CCC, HDC and SCDC sharing the location of the recording for the construction noise modelling meeting that occurred on 29 July 2021.
02/08/2021	Email	Email from HE attaching minutes from 4 th LTRG meeting focused on development of local junction models as well as Technical Note 27 which sets out the approach taken to assess the impact of the Scheme.

Date	Form of correspondence	Key topics discussed and key outcomes
02/08/2021	Email	Email to CCC attaching a response to their archaeologist's comments on the AMS as well as the methodology used at Cataractonium Roman town scheduled monument on the A1 including pressure testing information for retention of archaeology under road embankment.
03/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Air quality and Noise and vibration SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 10/08/2021.
03/08/2021	Email	Email from CCC ahead of the next meeting on 12 August 2021 attaching their comments to facilitate discussions on viewpoints.
03/08/2021	Email	Email from HE attaching presentation slides from the Air Quality and Noise and Vibration SOCG meeting earlier that day, and note that minutes will be circulated on either Friday or Monday.
04/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Landscape and Visual effects SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 12/08/2021.
04/08/2021	Email	Email from HE to CCC responding to their request for further information on Junction Models. Provided required information on Vissim and Other software based junction models.
04/08/2021	Email	Email from CCC Transport to HE regarding HE's final position on junction models. CCC is disappointed there has not been an agreement reached. Having raised the question some time ago, CCC now have no time to carry out required work before Examination deadlines and will need to represent on that basis. CCC's understanding is that if they do this analysis without sight of the information that HE is withholding, that there may be a different conclusion reached, which would be more difficult for everyone. CCC caution that doing the work twice is not an effective use of public money but note HE's position is clear and they will need to consider what we do now so that the Council is able to understand fully and agree the impact on their local road network. CCC considers its request to be reasonable and within the normal 'industry standard' process for transport modelling.
04/08/2021	Email	Email from HE to attendees of Landscape and Visual SOCG meeting earlier that day including CCC, HDC and SCDC. The presentation slides were shared. Note that minutes will be circulated next week.
06/08/2021	Email	Email from HE to attendees of SOCG Landscape and Visual update meeting on Wednesday confirming they identified an issue within Table L-4 of Annex L [APP-234] regarding planting mix. Sent correct table.

Date	Form of correspondence	Key topics discussed and key outcomes
06/08/2021	Emails	Email from CCC in response to the notification of an error around planting mix asking for the correction(s) to be highlighted for ease of reference. Response from HE showing highlighted corrections.
06/08/2021	Email	Email from HE attaching an unredacted version of the Schedule of Mitigation for the A428.
10/08/2021	Email	Email from HE to CCC attaching response to all 70 issues enlisted in their issues log shared on 21 July 2021, plus further information/model outputs referred to in responses.
10/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the air quality and noise and vibration SOCG meeting last week with Cambridgeshire authorities.
10/08/2021	Meeting	Meeting on A428 & Eltisley.
11/08/2021	Meeting	Meeting with CCC to discuss statements of common ground.
11/08/2021	Email	Email from HE to Senior Technical Review Group (STRG) sharing discussion papers in advance of the inaugural STRG meeting to be held on Friday.
12/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the construction noise modelling meeting on 29 July 2021 with the Cambridgeshire authorities.
12/08/2021	Meeting	JAAB (Joint Archaeological Advisors Brief) meeting with CCC and CBC to discuss outstanding questions about the "Cambridgeshire / Bedfordshire Brief for a Programme of Archaeological Investigation" for the A428.
12/08/2021	Email	Email sent on behalf of SCDC, CCC, and HDC expressing concern about Senior Technical Review Group meeting on 13 August 2021 because the technical leads for the three authorities have not previously been invited to attend. Asked HE for their advice on how to proceed.
12/08/2021	Emails	Various emails between HE and CCC around trying to reach the relevant technical experts to attend the STRG meeting on 13 August 2021.

Date	Form of correspondence	Key topics discussed and key outcomes
12/08/2021	Meeting	Meeting with CCC Archaeologist regarding Archaeological Advanced works in Cambridgeshire and follow up email stating that HE have written to the landowners and agents stating their aspiration to start early with a request to get an early agreement. The hope is to commence F58 in Spring (starting May 2022) and F64-5 in July.
12/08/2021	Email	Email from CCC Archaeologist sharing the updated archaeology brief following discussion earlier in the day
12/08/2021	Email	Email from HE sharing meeting minutes from the landscape and visual effects SOCG meeting last week along with the presentation slides.
12/08/2021	Emails	Email from CCC Archaeologist praising Annex D: The Medieval Landscape of the A428 The Medieval Landscape of the A428: A Review of the Documentary and Archaeological Evidence for the area within the road corridor and asking for author name to include it as a source. Response from CCC confirming author and background.
12/08/2021	Meeting / Email	Flooding SOCG meeting cancelled by CCC. HE sent CCC an email asking for availability of officers to rearrange the meeting. No response received.
13/08/2021	Email	Email from HE sharing presentation slides ahead of the population and human health issues discussion on 17 August 2021.
13/08/2021	Meeting	Meeting between HE and Cambridgeshire authorities (CCC, HDC and SCDC), BBC, CBC on borrow pits and the additional information provided in the Borrow Pit Technical Note. Meeting minutes were provided following the meeting on 23/08/2021.
16/08/2021	Email	Email from HE advising the A428 Biodiversity Issues discussion with Cambridgeshire authorities will be postponed until 14 September 2021 to ensure a full response to the biodiversity issues logs and to allow time for officer review before the meeting.
16/08/2021	Email	Email from HE to CCC, HDC and SCDC noting that the Biodiversity issues meeting scheduled for w/c 16 August 2021 will be postponed to 14 September 2021, to give time for a thorough review of the issues log to be reviewed and provided back to the Cambridgeshire authorities in good time ahead of the meeting.
17/08/2021	Email	Email from CCC Transport asking when they will receive data in support of TN73 as discussed in meeting on 11 August 2021.

Date	Form of correspondence	Key topics discussed and key outcomes
17/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Population and human health issues discussion the with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 20/08/2021.
17/08/2021	Email	Email from HE following meeting on A428 population and human health issues thanking attendees for their time and attaching notes taken in meeting.
17/08/2021	Email	Email from HE re: Traffic Modelling and Impacts confirming they have uploaded excel files comparing various models, and provided a link to them. Also attached was an updated Technical Note (TN81).
18/08/2021	Email	Email from HE regarding DCO and Legal Agreement Discussion, seeking CCC's comments on the draft side agreement sent on 11 June 2021, as well as what specific elements they would like to discuss at forthcoming meeting on 23 August 2021.
18/08/2021	Email	Email from CCC re. DCO and Legal Agreement Discussion asking HE's preference for meeting structure; specifically whether they would like to go through the detailed draft, the draft DCO, or points of principle.
18/08/2021	Email	Email from HE following a meeting the previous week to discuss the SoCGs, attaching the requested Technical Note on assessing the potential impacts of Covid-19.
18/08/2021	Email	Email from HE attaching meeting minutes for design sessions held on 5 and 6 August 2021 including a list of actions and a copy of the presentation. HE confirmed they are working on developing a draft Interface control document with proposals around information management and recorded key contacts and responsibilities for the various topic areas to be discussed going forward. HE will submit a draft for review and set up a call to finalise an initial way forward.
19/08/2021	Email	Email from CCC asking NH's position on how the 'side agreement' and the discussion on Highways, standards etc is to be drawn into the draft DCO and the Examination
19/08/2021	Email	Email from NH to CCC confirming that it is not intended that the Side Agreement is drawn into the draft DCO but that this will need to be formally confirmed by HE.
19/08/2021	Email	Email from NH to CCC re: updated JAAB stating that aside from two points, they view the changes as acceptable. Outlined two points of disagreement.

Date	Form of correspondence	Key topics discussed and key outcomes
20/08/2021	Email	Email from NH to CCC re: DCO and Legal Agreement Discussion stating preference to discuss each of the Council's requests for the dDCO so that they can understand what risks the Council is seeking to avoid or limit by the amendment or inclusion. Detailed response on various matters relating to the dDCO.
20/08/2021	Email	Email from NH attaching minutes following the A428 population and human health issues discussion on 17 August 2021.
23/08/2021	Email	Email from NH requesting a PDF version of the updated JAAB, noting they will get this attached to the next iteration of the AMS.
23/08/2021	Email	Email from NH to all members of the Central and Eastern Area Community Forum (includes CCC meeting on 05 August 2021, attaching minutes and slides from the meeting).
23/08/2021	Email	Email from CCC Archaeologist attaching JAAB 1.1 PDF document.
23/08/2021	Email	Email to CCC, HDC and SCDC regarding Planning Inspector's hearing action point 7 (requiring a position statement between NH, Natural England and the local authorities on HRA matters and mitigation). Request that CCC, HDC and SCDC provide input by Friday 27 August 2021.
23/08/2021	Email/file transfer	The position statement between NH, Natural England and the local authorities on HRA and mitigation matters was shared with CCC, HDC and SCDC for input and a copy of the meeting recording between NH and Natural England (from 23 August 2021) was shared by file transfer and via MS Teams.
23/08/2021	Email	Email from NH following the Central and Eastern Area Community Forum meeting on 5 August 2021, attaching minutes and slides from the meeting.
23/08/2021	Email	Email from CCC requesting NH update their contact for Ecology for SCDC and HDC, providing info of new contact.
25/08/2021	Email	Email from NH attaching minutes from the Archaeology meeting held on 12 July 2021.
25/08/2021	Email	Email from NH following meeting on 11 August to discuss SOCGs. Asked if there are any outstanding modelling related questions.

Date	Form of correspondence	Key topics discussed and key outcomes
26/08/2021	Email	Email From NH regarding Position Statement on HRA matters and mitigation, requesting that authorities complete their positions in the attached table by 27 August 2021 if possible.
26/08/2021	Emails	Clarification email from CCC regarding the Position Statement on HRA matters and mitigation, stating they received it on 26 August and not 25th August 2021 as drafted on the statement. Response from HE confirming it has been amended to reflect.
26/08/2021	Email	Email from NH confirming Natural England's position on HRA matters and mitigation.
26/08/2021	Email	Further emails with CCC on hearing action point 7, providing update on dialogue between NH and Natural England and the work completed so far. Reminder for CCC to complete their position statement by 27 August 2021. Response from CCC confirming receipt of Position Statement but noting the date was incorrect. Further response from project team confirming master version has been amended to show correct date.
26/08/2021	Email	Email to CCC attaching minutes from meeting regarding JAAB on 12 August 2021.
26/08/2021	Email	Email from CCC regarding areas to be agreed for mitigation, asking project team's preference on proceeding, and outlining recommendation to adopt SMS strategy in areas between the sites in BP3.
27/08/2021	Emails	Email from CCC, HDC and SCDC attaching response to Position Statement on HRA matters and mitigation. Response from NH confirming receipt and advising they resent the meeting recording yesterday but the meeting minutes are still with Natural England for review/approval so cannot be shared yet.
27/08/2021	Email	Email from NH sharing attached final minutes from the Natural England meeting on 23 August 2021.
31/08/2021	Email	Emails with CCC Transport Strategy and Network Management arranging to a meeting w/b 13 September 2021 to discuss any outstanding modelling related questions or queries.
06/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing responses to the biodiversity issues log ahead of the meeting on 14 September 2021.
09/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing the agenda for the biodiversity issues meeting on 14 September 2021.

Date	Form of correspondence	Key topics discussed and key outcomes
09/09/2021	Meeting	Meeting with CCC and NH to discuss Junction Modelling and outline concerns CCC still had with modelling done to date
14/09/2021	Meeting	Meeting with CCC, HDC and SCDC – Biodiversity issues discussion with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 17 September 2021.
17/09/2021	Meeting	Email from NH to CCC, HDC and SCDC circulating the meeting minutes and presentation slides from the biodiversity issues meeting on 14 September 2021.
30/09/2021	Meeting	Meeting with CCC, HDC, SCDC, BBC and CBC in response to Action 2 from the Issue Specific Hearing 3 (24 th September 2021). Biodiversity issues discussion on drainage ponds and planting arrangement. Meeting minutes were circulated on 04/10/2021.
04/10/2021	Email	Position Statement detailing matters related to design principles and planting at attenuation basins circulated to CCC, other host authorities and Natural England for input at Deadline 3 of the Examination.
06/10/2021	Email	Email from CCC to NH advising that the Position Statement detailing matters related to design principles and planting at attenuation basins would be reviewed by the end of the week.
15/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a technical noise meeting on Cambourne West.
15/10/2021	Email	Subsequent emails from CCC, HDC and SCDC detailing availabilities and officers to take part in the technical noise meeting on Cambourne West.
16/10/2021	Email	CCC Highways Asset Information Team Comments on A428 improvement scheme, Walkers Cyclists Horse Riders Access Routes (WCHAR) July 2020 Report.
19/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availability for an Environment SOCG meeting. Availabilities didn't align for a meeting w/c 25th October 2021.
21/10/2021	Meeting	Meeting held between NH and CCC, HDC and SCDC regarding the technical noise meeting on Cambourne West. Meeting minutes were circulated following the meeting on 26/10/2021.

Date	Form of correspondence	Key topics discussed and key outcomes
22/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting comments on Position Statement detailing matters related to design principles and planting at attenuation basins.
25/10/2021	Meeting	Meeting between NH and the CCC to discuss the archaeology elements of the SOCG.
27/10/2021	Email	Email from CCC to NH detailing further comments on the archaeology SOCG.
11/11/2021	Meeting	Environment SOCG meeting between NH and CCC, HDC and SCDC covering landscape and visual, noise and vibration, biodiversity and climate. The Cambridgeshire authorities climate team were unable to attend this meeting.
11/11/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a landscape SOCG meeting.
22/11/2021	Email	Email from CCC to NH with a question about lorries parking at Swavesey services.
23/11/2021	Email	Email from NH to CC to say that they have passed their question about Swavesey services to the operations team.
23/11/2021	Email	Email from CCC to NH requesting revised junction models and count data used in the sensitivity tests.
24/11/2021	Email	Email from NH to CCC providing detailed junction model files from Junction Sensitivity Tests reported in REP5-018.
25/11/2021	Email	Email from NH to CCC with a SoS briefing for the F44 meeting.
25/11/2021	Email	Email from CCC to NH to acknowledge receipt of the SoS briefing and asking about the route to F44.
25/11/2021	Email	Email from NH to CC confirming route to F44.
25/11/2021	Email	Email from CCC to NH requesting who would be best to speak to regarding drainages issues.
26/11/2021	Email	Email from NH to CCC requesting a different time for the Cambs/A428 catch up.
26/11/2021	Email	Email from CCC to NH to suggest they discuss any issues for the scheduled catch up by email instead.

Date	Form of correspondence	Key topics discussed and key outcomes
29/11/2021	Meeting	Traffic Modelling Junction Sensitivity Test results meeting between NH and CCC. Discussion of results from junction modelling sensitivity tests and discussion of further work needed by CCC.
29/11/2021	Email	Email from NH to CCC with meeting notes from the Traffic Modelling Junction Sensitivity Meeting.
29/11/2021	Meeting	Meeting between NH and CCC, HDC and SCDC discussing the landscape planting and Environmental Masterplan. Meeting minutes were distributed on 9 December 2021.
30/11/2021	Email	Email from NH to CCC detailing OGV split used in VISSIM models.
30/11/2021	Email	Email from NH to CCC outlining additional sensitivity tests for junction models discussed at the 29 November 2021 meeting.
30/11/2021	Email	Email from NH to CCC, BBC, CBC confirming the rescheduled F44 visit.
30/11/2021	Email	Email from CCC to NH updating meeting notes from the Traffic Modelling Junction Sensitivity Meeting.
30/11/2021	Email	Email from NH to CCC accepting amendments to minutes of the meeting and updating CC on relevant positions prior to ISH5.
01/12/2021	Email	Email from NH to CCC, CBC, BBC confirming proceeding with the F44 meeting the next day.
03/12/2021	Email	Email from NH to CCC providing turning movements and queue information from the three main scheme junction VISSIM models.
03/12/2021	Email	Email from NH to CCC with CCC/NH meeting action points and follow.
03/12/2021	Email	Email from NH to CCC with Select link analysis plots.
06/12/2021	Email	Email from CCC to NH requesting wider DS plots as part of the select link analysis.
07/12/2021	Email	Email from NH to CCC with wider DS plots.
07/12/2021	Email	Email from NH to CCC requesting PROW meeting availability.
08/12/2021	Email	Email from CCC legal representation to NH with intended discussion points for the upcoming CCC/A428 DCO and legal meeting.

Date	Form of correspondence	Key topics discussed and key outcomes
08/12/2021	Email	Email from NH to CCC to note requested discussion points and updated minutes from the last meeting.
09/12/2021	Email	Email from NH to CCC with agenda points for upcoming meetings seeing if there are any points CCC would like to add.
09/12/2021	Email	Email from CCC to NH noting that they have received the agenda points email and that they will discuss with the wider team.
09/12/2021	Email	Email from CCC to NH with an updated Deadline 6 SoCG.
09/12/2021	Email	Email from CCC to NH requesting a list of issues that they would like to meet with Council staff to discuss.
09/12/2021	Email	Email from NH to CCC with meeting minutes from the A428 Black Cat to Caxton Gibbet - Landscape SoCG, LEMP and Environmental Masterplan meeting.
10/12/2021	Email	Email from CCC to NH to see if the Cambridgeshire & Districts governance meeting had been cancelled.
10/12/2021	Email	Email from NH to CCC to say a cancellation had been sent out this morning however they could join the call to take down any points they want to raise.
10/12/2021	Email	Email from CCC to NH to say they had no points to raise without seeing an agenda.
10/12/2021	Email	Email from NH to CCC to let them know PINS has introduced a new Deadline 7.
10/12/2021	Email	Email from NH to CCC to apologise for the late cancellation of the Cambridgeshire & District Governance Meeting and request availability for a meeting the following week.
10/12/2021	Email	Email from NH to CCC with updated Deadline 6 SoCG.
10/11/2021	Email	Email from CCC to NH, BBC and CBC thanking them for the F44 site visit and detailing photos.
13/12/2021	Email	Email from CCC to requesting the date of the STRG meeting.
13/12/2021	Email	Email from NH to CCC saying they are unsure of the date of the STRG meeting at present.

Date	Form of correspondence	Key topics discussed and key outcomes
13/12/2021	Email	Email from CCC to NH regarding comments of the Deadline 6 submission version of the SoCG.
13/12/2021	Email	Email from NH to CCC confirming receipt of SoCG email and changes.
14/12/2021	Email	Email from CCC to NH to confirm date of Cambridgeshire & Districts governance meeting in January.
14/12/2021	Email	Email from NH to CCC to confirm they will look into the date of the Cambridgeshire & Districts January meeting.
14/12/2021	Email	Email from NH to CCC detailing actions arising from ISH6 and exchanges between the legal teams.
14/12/2021	Meeting	CCC/A428 Update meeting between NH and CCC.
14/12/2021	Email	Email from NH to CCC escalating lack of communication on stage 5 designs and asking for support to resolve.
15/12/2021	Email	Email from NH to CCC with a copy of the SoCG submitted at Deadline 6 and advising a new working version will be uploaded to the shared space.
15/12/2021	Email	Email from CCC to NH requesting timescales for reviewing and comment on the new working version of the SoCG.
15/12/2021	Email	Email from NH to CCC advising them a revised programme will be sent out soon.
15/12/2021	Email	Email from CCC to NH advising they will shortly be sending a list of proposed meeting dates for meetings with CCC's technical experts and suggesting an item to be added to the meeting programme in respect to PROW and NMU routes.
15/12/2021	Email	Email from CCC legal to NH with revised version of draft Agreement.
15/12/2021	Email	Email from CCC to NH with proposed meeting dates for meetings with CCC's technical experts.
16/12/2021	Email	Email from NH to CCC, SCDC and HDC proposing dates for a428 construction working hours discussion.
16/12/2021	Meeting	Meeting between NH and CCC (on behalf of SCDC and HDC) to discuss design issues relating to PROW only. NH were not able to

Date	Form of correspondence	Key topics discussed and key outcomes
		discuss the outstanding issues between the Councils and NH regarding dDCO articles and NMU provision.
17/12/2021	Email	Email from NH to CCC, SCDC and HDC to say they have scheduled a meeting for 11 January 2022 to discuss a428 construction working hours.
17/12/2021	Email	Email from CCC to NH advising when they can get comments back on the working version of the SoCG and requesting the Deadline 6 SoCG.
17/12/2021	Email	Email from CCC to NH asking to confirm whether results from the M11 Jn 13 VISSIM sensitivity test model were submitted at Deadline 6.
17/12/2021	Email	Email from NH to CCC with a template for technical officers to complete for SoCG issues they want to be escalated to STRG and requesting them to be returned by 22 December 2021.
17/12/2021	Email	Email from NH to CCC, HDC and SCDC thanking them for contributions to the updated Outline Landscape and Ecology Management Plan (LEMP) and detailing some clarifications.
20/12/2021	Email	Email from CCC to NH confirming receipt of LEMP clarifications.
20/12/2021	Email	Email from NH to CCC updating on progress of TN80 on M11 J13 Extended VISSIM model and TN90 on A1303 Corridor Study, letting them know where in the review process it is internally.
20/12/2021	Email	Email from CCC to NH requesting to see the VISSIM model files in advance of receiving sign-off for the technical note.
20/12/2021	Email	Email from NH to CCC with SoCG comments table in the new working version.
20/12/2021	Email	Email from NH to CCC regarding SoCG road drainage and water environment positions that are under discussion and requesting availability to discuss.
20/12/2021	Email	Email from NH to CCC regarding SoCG road drainage and water environment positions that are under discussion and requesting availability to discuss with links instead of attachments due to bounce backs.
20/12/2021	Email	Email from NH to CCC with further attachments from the SoCG road drainage and water environment position email.

Date	Form of correspondence	Key topics discussed and key outcomes
20/12/2021	Email	Email from CCC requesting two additional meetings regarding detrunked roads and handover standards.
20/12/2021	Email	Email from CCC to NH asking for clarification on PPA position before committing to further meetings.
20/12/2021	Email	Email from CCC to NH saying they will not be able to make the Cambridgeshire districts governance meeting on 24 December 2021.
20/12/2021	Email	Email from NH to CCC, HDC and SCDC requesting review of the population and human health positions in the SOCG and providing links to relevant information.
21/12/2021	Email	Email from NH to CCC regarding A428 design meeting-road safety audit. Requesting future meetings to be updated with a teams link and to send it to some additional colleagues.
21/12/2021	Email	Email from CCC to NH noting the request for teams links in future meetings and saying they will discuss internally who will send this out for A428 Design meeting-Road Safety Audit.
21/12/2021	Email	Email from CCC to NH to confirm they will add teams link to future meeting and include extra attendees for A428 Design meeting-Road Safety Audit meeting.
21/12/2021	Email	Email from NH to CCC thanking them for progress made and making them aware of staff leave over Christmas period.
21/11/2021	Email	Email from CCC to NH acknowledging progress and staff leave.
21/12/2021	Email	Email from CCC legal representatives to NH to confirm if the A428/CCC DCO and Legal agreements discussion meeting is going ahead.
22/12/2021	Email	Email from NH to CCC requesting availability for STRG meeting.
22/12/2021	Email	Email from NH to CCC requesting help with sending invites to the right CCC contacts STRG meeting.
22/12/2021	Email	Email from CCC to NH confirming NH has invited the correct contact.
22/12/2021	Email	Email from NH to CCC confirming they can release VISSIM models prior to TN80 and they will send them out as soon as possible.
22/12/2021	Email	Email from NH to CCC following up with extended VISSIM models of M11 J13.

Date	Form of correspondence	Key topics discussed and key outcomes
22/12/2021	Email	Follow up email from NH to CCC to request support in collating CCC's STRG documents.
22/12/2021	Email	Email from CCC to NH to confirm they are happy to support but can only support the following day due to working commitments and not within the day as suggested by NH.
22/12/2021	Email	Email from NH to CCC saying that the next day is fine to respond with the STRG documents and providing templates.
22/12/2021	Email	Email from NH to CCC to confirming date of DCO and legal agreement discussion meeting.
22/12/2021	Email	Email from CCC to NH to confirm attendance of DCO and legal agreement discussion meeting.
22/12/2021	Email	Email from NH to CCC: Analysis of traffic flow data at the A428/ Eltisley junction (subsequently presented in 9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5) [REP8-022].
23/12/2021	Email	Email from NH to CCC offering support with STRG documents.
23/12/2021	Email	Email from NH to CCC: Advance copy of TN80 (9.102 results of additional VISISIM modelling at M11 J13) [REP8-019].
23/12/2021	Email	Plans sent to CCC by NH showing proposed local and trunk road boundaries with a request to review and provide initial thoughts.
04/01/2022	Email	Email from CCC to NH confirming that the population and human health positions of the SOCG will be reviewed by 07/01/2022.
04/01/2022	Email	Email from CCC to NH thanking them for VISSIM models and requesting 2040 DM/DS traffic flow data or the result output to compare data.
04/01/2022	Meeting	Meeting between NH and CCC to discuss VRS appraisal
04/01/2022	Email	Email from NH to CCC: Results of a Sensitivity test at the A428/ Cambourne junction (subsequently presented in 9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5) [REP8-022].
05/01/2022	Email	Email from NH to CCC: Results of a review of the potential to re-allocate road space at Wyboston and Barford Road junctions once the Scheme opens (subsequently presented in 9.105 Applicant's Responses to issues raised at Issue Specific Hearing 5) [REP8-022].

Date	Form of correspondence	Key topics discussed and key outcomes
05/01/2022	Email	Email from NH to CCC with STRG documents and meeting link.
06/01/2022	Email	Email from CCC to NH to confirm if the Cambridgeshire & District Governance meeting is still going ahead.
06/12/2022	Email	Email from NH to CCC to confirm the Cambridgeshire & District Governance meeting is still going ahead if they can attend.
06/12/2022	Email	Email from CCC to NH to confirm they can attend but unsure of the other attendees.
06/12/2022	Email	Email from NH to CCC to say they had received a bounce back for one attendee for the governance meeting but they were happy to go ahead with the two attendees that had responded or reschedule.
06/12/2022	Email	Email from CCC to NH to request they postpone until more people can attend.
06/12/2022	Email	Email from NH to CCC with 2040 traffic data that they requested.
06/12/2022	Email	Email from NH to CCC requesting contact details for the best person to speak to in CCCs LLFA team to discuss A428 drainage.
06/01/2022	Email	Email from CCC to NH requesting details for who is best at NH and Eltisley Parish Council to set a meeting up with to discuss A428 upgrade.
06/01/2022	Email	Email from NH to CCC regarding setting up a meeting with NH to discuss Eltisley upgrade and that they will find out who is best to contact
06/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the agenda for the meeting on bat crossing points on 07/01/2022.
06/01/2022	Email	Email from NH to CCC: Traffic flow data used in the VISSIM model reported in TN80 (9.102 results of additional VISISIM modelling at M11 J13) [REP8-019].
07/01/2022	Meeting	Meeting between NH, Natural England, CCC, HDC and SCDC on bat crossing points.
07/01/2022	Email	Email from NH to Natural England, CCC, HDC and SCDC issuing the recording from the bat crossing point meeting.

Date	Form of correspondence	Key topics discussed and key outcomes
07/01/2022	Email	Email from NH to CCC and SCDC issuing the Barbastelle Bat Surveys and Mitigation Technical Note and the redacted East West Rail bat report.
07/01/2022	Email	Email to CCC with suggested date to discuss Eltisley upgrade with NH.
07/01/2022	Email	Email from NH to CCC to say the Cambridgeshire & Districts Governance Meeting will go ahead.
07/01/2022	Meeting	Meeting between NH, CCC and HDC to discuss governance.
07/01/2022	Email	Governance meeting follow up email from NH to CCC and HDC with updated version of the final SoCG timeline.
07/01/2022	Email	Email from CCC to NH with final version of the DCO/Legal Agreement paper for the STRG meeting.
07/01/2022	Email	Email from NH to CCC requesting a meeting on the road drainage and water environment aspects of the SOCG.
10/01/2022	Email	Email from NH to CCC with links to designated funds website and designated funds plan 2020-2025. NH requests a prioritised list of potential projects from CCC that align with the designated funds principles.
10/01/2022	Email	Email from CCC to NH confirming they will put together a list of designated funds aligned priority project,
11/01/2022	Email	Email from CCC to NH copying in CCC LLFA specialists so they can liaise with them on a list of agendas, and they can be forwarded and meeting invitation.
11/01/2022	Email	Email from CCC to NH asking if there were notes from the STRG meeting and requesting them if so.
11/02/2022	Email	Email from NH to CCC confirming that the minutes were being actioned and reviewed and would be emailed out to attended upon completion.
11/01/2022	Email	Email from NH to CCC thanking them for providing contact details for their LLFA specialists and confirming they are establishing dates for a meeting and will contact the team to propose them shortly.
11/01/2022	Email	Email from CCC to NH to suggest a time and date for a meeting to discuss Eltisley upgrade.

Date	Form of correspondence	Key topics discussed and key outcomes
11/01/2022	Email	Email from NH to CCC advising them the date suggested for the Eltisley upgrade meeting was not suitable for NH due to other commitments and suggesting a new date.
11/01/2022	Email	Email from CCC to NH advising them the suggested date for the Eltisley upgrade meeting was not suitable for them and could they advise of a few other potential dates.
11/01/2022	Email	Email from NH to CCC with a few proposed times and dates for the Eltisley upgrade meeting.
11/02/2022	Email	Email from CCC to NH to say they suggested times for the Eltisley upgrade meeting did not work for them.
11/01/2022	Email	Email from NH to CCC with a link to the STRG meeting recording and advising them that the meeting minutes were being reviewed and would be emailed out separately.
11/01/2022	Meeting	Meeting between NH and CCC to discuss drainage strategy and edge of carriageway detail.
12/01/2022	Email	Email from NH to CCC with content for H&TC paper.
12/01/2022	Email	Email from CCC to NH confirming receipt of content for H&TC paper and that they will review and add this into the Committee report.
13/01/2022	Meeting	CCC/A428 Traffic Meeting between CCC and NH to discuss TN80 M11 Jn 13 VISSIM model Sensitivity Test results.
13/01/2022	Meeting	Meeting between NH and CCC to discuss A428 Design update.
13/01/2022	Email	Email from NH to CCC detailing follow up CCC/A428 Traffic Meetings and confirming deadline wording.
13/01/2022	Email	Email from CCC to NH with a note to frame their ongoing discussion regarding resource embedded in the A428 project team.
13/01/2022	Email	Email from NH to CCC with feedback on embedded resource note and including the details of who from NH will be leading on this.
13/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the minutes from the bat crossing point meeting on 07/01/2022.
14/01/2022	Email	Email from CCC to NH requesting some benchmarking information on designated funds.

Date	Form of correspondence	Key topics discussed and key outcomes
14/01/2022	Email	Email from CCC to NH cc'ing another NH colleague into the previous designated funds information request.
14/01/2022	Email	Email from NH to CCC sharing the recording of the CCC/A428 Traffic Meeting on 13 January 20220.
14/01/2022	Email	Email from NH to CCC requesting a phone number to discuss the designated funds question.
14/01/2022	Email	Email from CCC to NH with contact phone number to discuss designated funds question.
17/01/2022	Email	Email from CCC to NH: Details of the relationships between major development sites in the A1303 corridor and the provision of the C2C High Quality Public Transport scheme.
19/01/2022	Meeting	CCC/A428 Traffic Meeting between CCC and NH to further discuss TN80 M11 Jn 13 VISSIM model Sensitivity Test results.
19/01/2022	Email	Email from NH to CCC requesting a meeting on the population and human health aspects of the SOCG.
19/01/2022	Email	Email from CCC to NH agreeing to a meeting on population and human health aspects of the SOCG.
19/01/2022	Email	Email from NH to CCC and SCDC sharing the updated Barbastelle Bat Technical Note (Rev 4).
19/01/2022	Email	Email from NH to CCC advising they will not be able to attend the committee meeting on 25/01/22 and requesting a copy of the H&T paper when it is drafted.
19/01/2022	Email	Email from CCC to NH agreeing to send the final H&T report when it is ready and recommending more member engagement going forward.
19/01/2022	Email	Email from NH to CCC agreeing member engagement is important and they will be in touch regarding this.
19/01/2022	Email	Email from NH to CCC following up an earlier email requesting review on population and human health positions.
20/01/2022	Email	Email from NH to CCC requesting an update on availability for a meeting to discuss road drainage and water environment positions.

Date	Form of correspondence	Key topics discussed and key outcomes
20/01/2022	Email	Email from NH to CCC with NH's draft position statement on monitoring for the construction phase, requesting CCC to add their positions and return by 25/01/2022.
20/01/2022	Email	Email from NH to CCC detailing local road standards reports and technical notes that they will be sending as well and requesting availability for weekly meetings going forward from 08/02/22.
21/01/2022	Email	Email from CCC to NH thanking them for the email regarding local road stands reports to expect and advising them to liaise with their CCC colleague to arrange ongoing meetings.
21/02/2022	Email	Email from CCC to NH confirming availability for local road standards meeting.
21/02/2022	Email	Email from NH to CCC with updated SOCG for review and comments.
21/01/2022	Email	Email from NH to CCC confirming a meeting on population and human health aspects of the SOCG, 27 January 2022 is suggested for the meeting. CCC are asked to update positions for refs 4.37, 4.38 and 4.39 to allow NH to adequately prepare for the meeting.
24/01/2022	Email	Email from CCC to NH to confirm receipt of SoCG and advise they'll review and return by 01/02/22.
24/01/2022	Email	Email from CCC to NH explaining they are awaiting confirmation from colleagues on their availability for the meeting suggested on 27 January 2022.
24/01/2022	Email	<p>Email from SCDC to NH, CCC and HDC stating it has been recommended information about Biodiversity Net Gain offsite opportunities in the South Cambridgeshire area should be sent to NH. This is because the National Highways BNG calculations may show a net biodiversity loss when the 'trading down' impact shown in the biodiversity tool Metric 2.0 is taken into account.</p> <p>SCDC makes NH aware of a new initiative on one of the county farms which has been set up by Bidwells – Lower Valley Farm in Fulbourn. However, SCDC states Lower Valley Farm mainly comprises grassland and since the high quality habitat losses on the A428 scheme mainly relate to woodland, there may be other sites elsewhere in the county which could be investigated.</p>
24/01/2022	Email	Email from NH to CCC with proposed agenda for tomorrows meeting.

Date	Form of correspondence	Key topics discussed and key outcomes
24/01/2022	Email	Email from CCC to NH advising they will share the proposed agenda with colleagues and requesting to be copied into the meeting minutes when they're sent.
24/01/2022	Email	Email from CCC to NH requesting they include some other points in the meeting agenda.
24/01/2022	Email	Email from NH to CCC, SCDC and HDC advising that they will not be sending them a draft position statement on traffic monitoring due it still being drafted and that they now intend to submit at D10 instead of D9.
24/02/2022	Email	Email from CCC to NH following up on LLFA email on 11/01/22 requesting availability for a meeting to discuss outstanding comments.
24/01/2022	Email	Email from CCC to NH with updated position statement on construction baseline monitoring and query as to if this will be submitted at D9.
25/01/2022	Email	Email from NH to CCC with previous PROW meeting minutes.
25/01/2022	Email	Email from CCC to NH asking NH to clarify if those LLFA comments were going to be addressed in the upcoming meeting later that day or did they need to schedule a new one.
25/01/2022	Email	Email from NH to CCC advising they will likely need a separate meeting to discuss LLFA comments and that this has been escalated and they will come back with some feedback as soon as possible.
25/01/2022	Email	Email from NH to CCC requesting advise on the best way to proceed with payments to CCC for future excavation fees.
25/01/2022	Email	Email from CCC to NH requesting further information about future excavations to understand pricing and advising on how to process fees.
25/01/2022	Email	Email from NH to CCC advising of the colleague who would be dealing with the details of the future excavations.
25/01/2022	Meeting	Meeting between CCC and NH on PROW design and specification standards. Progress being made on documentation of standards which are intended to be included in the Highway standards document. Useful discussion over design including the two PROW underpasses but CCC expressed frustration that no decision-makers from NH present so unable to address CCC's objections re NMU provision.
26/01/2022	Email	Email from NH to CCC with a response to a query to a point in the signage strategy document.

Date	Form of correspondence	Key topics discussed and key outcomes
26/01/2022	Email	Email from NH to CCC with a copy of the operational phase monitoring and construction phase monitoring position statement submitted at Deadline 9.
26/01/2022	Email	Email from CCC to NH explaining they are unable to attend a public health SOCG meeting on 27 January 2022. CCC states they will be in touch with an alternative date and time.
27/01/2022	Email	Email from NH to CCC advising they would like to invite colleagues to the meeting 31/01/22 so they can also discuss the SoCG as well as asking for CCC's opinion on forgoing the planned meeting on 04/02/22 as both teams will be working on Deadline 10.
28/01/2022	Email	Email from CCC to NH to confirm on both accounts to proceed with suggestions for meetings on 31/01/22 and 04/02/22.
28/01/2022	Email	Email from NH to CCC to clarify earlier email on adding colleagues to 31/01/2022 meeting.
28/01/2022	Email	Email from CCC to NH to confirm adding add colleagues to the meeting on 31/01/2022 meeting and cancel 04/02/22 meeting.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC to cancel the 04/02/22 Cambridgeshire and districts governance meeting.
28/01/2022	Email	Email from CCC to NH confirming receipt of meeting cancellation and requesting an update on action points raised at the end of the previous Cambridgeshire and districts governance meeting.
28/01/2022	Email	Email from CCC to NH with a revised legal agreement and CCCs comments on the ExA's comments on the dDCO.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with meeting minutes from the last Cambridgeshire and districts governance meeting.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with clarification on current timeline for start of works.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with further details of action point 2.5 from the governance meeting minutes.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding resource for legacy with further details on action point 4.2 in the governance meeting minutes.

Date	Form of correspondence	Key topics discussed and key outcomes
28/01/2022	Email	Email from NH to CCC with updated DCO and legal table extracted from the SOCG.
31/01/2022	Email	Email from CCC to NH, SCDC and HDC with clarification on position on legacy resource as there seemed to be some confusion.
31/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding legacy resource clarification advising they would look into it.
31/01/2022	Meeting	Meeting to discuss technical de-trunking.
01/02/2022	Meeting	Meeting to discuss detailed design of local roads.
02/02/2022	Email	Email from NH to CCC to advise them there was no attendance from CCC for the a428 Edge Pavement meeting due to the stage in the DCO examination and that a colleague would be in touch to reschedule.
02/02/2022	Email	Email from NH to CCC, SCDC, HDC, Environment Agency, Natural England, BBC and CBC to suggest a weekly environmental regulator meeting and requesting feedback on who would attend and their availability.
02/02/2022	Email and Phone Message	Email and phone message from CCC to NH regarding an area of concern in the SOCG about public health, in particular the methodology used to assess the usage of PRoW.
03/02/2022	Email	Email from CCC to NH advising they would wish to attend a weekly environmental regulator meeting and their availability.
03/02/2022	Email	Email from CCC to NH advising attendance for budgeting/planning, attendance of CCC officers at these meetings is considered chargeable.
03/02/2022	Meeting	Meeting between NH and CCC to discuss PRoW.
04/02/2022	Meeting	NH meeting with Cambridgeshire Joint Authorities, BBC and CBC to present NH's proposed revised construction and operational monitoring sites having taken into account Guidelines on the Environmental Assessment of Road Traffic.
07/02/2022	Meeting	Meeting between NH and CCC to discuss EMP.
07/02/2022	Email	Email from NH to CCC: Technical Note and supporting junction capacity model runs relating to the design of the Eltisley Link junctions.
08/02/2022	Meeting	Meeting between NH and CCC to discuss traffic monitoring.

Date	Form of correspondence	Key topics discussed and key outcomes
08/02/2022	Meeting	Meeting between NH and CCC to discuss de-trunking.
08/02/2022	Email	Email from CCC providing a technical note setting out their suggestion for mitigation of Wyboston and Barford Road junctions.
11/02/2022	Meeting	Meeting between NH and CCC to discuss dDCO and legal agreement.
11/02/2022	Meeting	NH meeting with Cambridgeshire Joint Authorities to further discuss construction phase monitoring sites in response to CCC's justification for including sensitive locations.
11/02/2022	Email	Email from CCC providing evidence for sensitive locations (in accordance with GEART guidance) in respect to construction phase baseline monitoring.
11/02/2022	Email	Email from NH to CCC: Written confirmation of request for further information regarding sensitive locations raised at meeting.
14/02/2022	Email	Email from CCC to NH: submission of further evidence to support inclusion of additional sites for construction phase baseline monitoring.
14/02/2022	Email	Email from NH to CCC: Response confirming which locations have been accepted for construction phase baseline monitoring under the sensitive criteria within GEART.
14/02/2022	Email	Email from NH to all LHA's. Confirmation list of all Construction phase baseline monitoring locations.

Table 2--2 – Records of Engagement – HDC

Date	Form of correspondence	Key topics discussed and key outcomes
29/03/2017	Letter	Letter to HDC regarding non-intrusive ecological surveys.
11/08/2017	Email	Email from HE to HDC requesting contact details for relevant departments of Council for sending information requests regarding the scheme to.
16/08/2017	Email	Email from HDC planning department providing contact details for two planning officers they recommend HE contact in relation to the A428 scheme.
08/09/2017	Email	Email from HE to HDC planning officers requesting information on all future planning development within the Huntingdonshire district ideally in the form of a spreadsheet showing live applications, allocations, etc.
19/12/2017	Email	Email exchange between a HDC Councillor and HE regarding construction timescale concerns.
21/12/2017	Email	Email from HE to attendees of last A428 meeting attaching minutes and map discussed for plotting photo montage viewpoints.
04/01/2018	Email	Email from HE to TWG members regarding access for their access to AECOM's Projectwise system to enable file data sharing for substantial file sizes. HE ask for one person's contact detail per Local Authority.
26/01/2018 – 31/01/2018	Email	Various emails between HE and HC regarding request for input from HDC on proposed locations for photomontage viewpoints in the LVIA.
12/03/2018	Email	Email from HDC Landscape Officer asking when further information on viewpoints will be provided and raising concern over timescales for response. Response from HE team confirming communications will be provided within next couple of weeks, and meetings will be set up with Councils to discuss approaches.
19/03/2018	Email	Email from HE to nominated representatives of the Technical Working Group for HE's A428 scheme regarding enquiry about best points of contact for a meeting to discuss suicide prevention in the Huntingdonshire area.

Date	Form of correspondence	Key topics discussed and key outcomes
03/04/2018	Email	Liaison with HDC Community Resilience manager regarding suicide prevention measures and 'at risk' groups in the St Neots area.
12/04/2018	Email	Emails between HE and HDC regarding who at HDC is best placed to have access to AECOM's Projectwise system for file sharing. HDC ask what Projectwise is and HE explain.
16/04/2018 – 20/04/2018	Email	Email from HDC Landscape Officer chasing HE's Landscape team for updates following lack of provision of information as agreed. Response from HE Landscape confirming they now have a proposed list of viewpoints and will suggest a meeting soon.
25/04/2018	Email	Email from HE announcing two meetings in May/June for affected parish councils for HE to report on progress with traffic modelling and ongoing environmental baseline surveys.
10/05/2018	Email	Three draft drawings depicting Representative Viewpoints for LVIA shared with HDC by HE.
14/05/2018	Email	Email from HDC Landscape Officer to HE advising their response will be late (w/c 09/06/2018) due to annual leave.
16/05/2018	Email	Emails between HE and HDC regarding clarification of HDC Councillor contact details after email invitations to Councillors failed to send.
21/05/2018	Email	Emails between HDC and HE regarding attendance issues for the A428 meeting on 23/08/2021 which clashes with an annual meeting for HDC which all Councillors are required to attend. HE response provides alternative meeting dates for Councillors.
23/05/2018	Email	Email from HE to HDC Councillors inviting them to a progress update meeting on the scheme for ward councillors only with agenda included.
05/06/2018	Meeting	A428 progress update meeting for Parish Councils at Wyboston Village Hall 17:30 – 19:30.
13/06/2018 – 15/06/2018	Email	HDC Landscape provide response to LVIA viewpoints shared on 16/05/2018 and states they are acceptable, but recommends additional viewpoints and asks questions around methodology, gradient of road and lighting. Response from HE advising about future meetings with all landscape officers to discuss the LVIA Key viewpoints along with the wider aspects of LVIA for the Scheme.

Date	Form of correspondence	Key topics discussed and key outcomes
15/06/2018	Email	Request from HDC for drawings of ward boundary changes following election.
26/06/2018	Email	Email from HDC landscape officer confirming availability for meeting between all landscape officers and HE.
03/07/2018	Meeting	Meeting with BBC, CBC, HDC, and SCDC. A presentation was given on the Landscape visual impact assessment (LVIA) viewpoints to landscape officers. The ongoing nature of consultation was discussed, and National Highways invited further thoughts on the initial viewpoint selections for LVIA photomontages, so that they could brief surveyors in August 2018.
03/07/2018	Email	Email further to LVIA viewpoints meeting earlier in the day.
13/08/2018	Email	Email from HE to HDC Arboricultural Officer informing them of the identification of zigzag elm sawfly during ecological surveys. Email response from HDC asking where the siting was. Response from HE attaching annotated figure to illustrate locations.
20/08/2018	Email	Email from HE to HDC planning, attaching a spreadsheet of planning data that AECOM have collected for the district from publicly available information, requesting HDC planning's review of certain aspects by 29/08/2018.
24/08/2018	Email	Email from HDC Planning confirming they have reviewed the spreadsheet of planning data sent to them on 20/08/2018 and have highlighted changes.
24/08/2018	Email	Email from HDC Development Services sharing comments on highway schemes in the district that they have knowledge of, and passing on details of County Council highways team.
01/02/2019	Email	Email to HDC requesting whether HE can leave consultation/scheme information documents (comprising 200 hardcopy booklets) on deposit at Pathfinder House HQ in Huntingdon and Priory Centre offices in St. Neots.
04/02/2019	Email	Email from HE to HDC requesting feedback on early draft of Statement of Community Consultation (SoCC), inviting comments by 18/02/2019.
13/02/2019	Email	Further email to HDC regarding request to deposit consultation/scheme information documents at Pathfinder House HQ in Huntingdon and Priory Centre offices in St. Neots

Date	Form of correspondence	Key topics discussed and key outcomes
18/02/2019	Email and phone call	Further email to HDC regarding request to deposit consultation/scheme information documents at Pathfinder House HQ in Huntingdon and Priory Centre offices in St. Neots, following a phone call to HDC customer services team about the same earlier in the day.
20/02/2019	Email	Comments from HDC regarding the draft Statement of Community Consultation.
12/03/2019	Email	Email from HE to HDC to formally consult on updated SoCC, inviting comments before 10/04/2019.
15/03/2019	Email	Information from HDC regarding potential hard to reach groups in the area.
03/04/2019	Email	Further comments from HDC regarding the updated Statement of Community Consultation.
31/05/2019	Letter	Statutory Consultation Launch Communications.
26/07/2019	Response to Statutory Consultation	Cambridgeshire Authorities joint response, including Cambridgeshire and Peterborough Combined Authority, Cambridge City Council, CCC, Greater Cambridge Partnership, HDC, and SCDC.
26/07/2019	Response to Statutory Consultation	Response from HDC Executive Leader; to be read alongside the Cambridgeshire Authorities joint response.
13/08/2019	Email	Correspondence to inform HDC that a programme of ground investigations and surveys will be carried out along the Scheme route.
23/09/2020	Email	Response from HDC to EWP2b (landscaping).
02/10/2019	Meeting	Highways and Planning Technical Working Group.
08/10/2019	Meeting	Strategic Road Users Technical Working Group.
08/10/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
14/10/2019	Meeting	Economic and Benefits Technical Working Group.
16/10/2019	Email	Confirmation from HDC that a USB stick holding digital statutory consultation information can be held at the council offices.

Date	Form of correspondence	Key topics discussed and key outcomes
09/12/2019	Meeting	Economic and Benefits Technical Working Group.
10/12/2019	Meeting	Strategic Road Users Technical Working Group.
11/12/2019	Meeting	Highways and Planning Technical Working Group.
16/12/2019	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
14/01/2020	Email	Confirmation that HDC would be happy to be party to a Planning Performance Agreement as part of existing discussions between CCC and HE.
21/01/2020	Meeting	Economic and Benefits Technical Working Group.
22/01/2020	Email	Request for information from HDC required to complete uncertainty log.
17/02/2020	Email	Request for information from HDC regarding new major developments that should be included in list of developments for cumulative assessment.
25/02/2020	Meeting	Economic and Benefits Technical Working Group.
03/03/2020	Meeting	Walkers, Cyclists and Horse Riders Technical Working Group.
05/03/2020	Meeting	Local Authorities Traffic Meeting.
13/03/2020	Meeting	Meeting with CCC, HDC, and SCDC to introduce ways of working within the draft PPA, review work packages issued and upcoming and reach understanding regarding the required level of commentary, review and input from Cambridgeshire and the Districts. HE gave an update on surveys and biodiversity net gain before splitting into separate technical discipline groups to discuss relative technical requirements more thoroughly.
11/05/2020	Email	Work package "EWP1 Major Developments" issued to HDC Senior Planning Officers for their input.
03/06/2020	Email	Email from SCDC to HE, HDC and CCC attaching the council's key issues log.
17/06/2020	Email	Request for information from HDC regarding new major developments that should be included in updates to list of developments for cumulative assessment.

Date	Form of correspondence	Key topics discussed and key outcomes
24/06/2020	Letter	Supplementary Consultation Launch Communications.
02/07/2020	Email	Email from CCC to HE, HDC and SCDC attaching the councils biodiversity response to the DCO documents and a commitment to send National Highways an issues log to accompany the document.
05/07/2020	Email	Email from CCC to HE attaching the councils agreed and not agreed sites document.
05/07/2020	Email	Email from CCC to HE attaching a table of the archaeological areas that the council would like included within the Archaeological Mitigation Strategy. Also attached was the councils review of the strategy document.
06/07/2020	Email	Email from CCC to HE asking National Highways to issue a technical note covering extent and scope of the biodiversity surveys and the relationship of these surveys with the DCO application.
07/07/2020	Email	Email from HDC to HE attaching the points for discussion from HDC regarding the A428 DCO and explained there may be more point to be added and this list can be updated.
13/07/2020	Email	Email from SCDC to HE, HDC and CCC outlining the key areas of concern covering noise, vibration, dust and lighting that the council would like to see covered in the next meeting.
13/07/2020	Email	Email from HDC to HE, SCDC and CCC agreeing with SCDC list of concerns. HDC outlines their key areas of concern covering noise, vibration, dust and lighting.
30/07/2020	Response to Supplementary Consultation	Cambridgeshire Authorities joint response, including Cambridgeshire and Peterborough Combined Authority, Cambridge City Council, CCC, Greater Cambridge Partnership, HDC, and SCDC.

Date	Form of correspondence	Key topics discussed and key outcomes
17/08/2020	Email	Email from HE to CCC, BBC and CBC attaching the notes from the meeting held of 25 June 2020.
25/08/2020	Email	<p>Email from CCC to HE, BBC and CBC explaining following receipt of the notes made in the meeting held on 25 June 2020, the council does not recall the need to provide a revised brief. The council explains they have not received firm plans for F59 and therefore cannot specify an area in a brief.</p> <p>The council explained they are obliged to respond to the consultation plan but advise no such division of Wintringham Park Site, 3 as proposed for the A428, should occur.</p>
03/09/2020	Meeting	Meeting with HDC and SCDC to review environmental work package progress.
03/09/2020	Meeting	A meeting was held with CCC, HDC, and SCDC to introduce the council Biodiversity team to the Scheme, this included a summary of the results of the surveys, a walk-through of the environmental masterplan draft and a discussion of next steps.
09/09/2020	Meeting	A meeting was held with CCC, CBC and HDC to provide an update on the Scheme's LVIA. Specifically, the meeting covered: Scheme overview, the preferred route, baseline information, key landscape effects, planting and mitigation, borrow pits, bridges, structures and river crossings, PRow, scope changes, study area update, surveys and viewpoints.
18/09/2020	Meeting	PPA Review Cambridgeshire & Districts with HE.
22/09/2020	Email	Email from HE to CCC, CBC and BBC attaching the Phase 1 and Phase 2 Archaeology Presentation.
22/09/2020	Meeting	A meeting was held with HDC and SCDC with one ecologist representing the districts, regarding work package EWP2a. Work package EWP2a covered the Environmental Masterplan and was specific to biodiversity on the Scheme. The local authority had an opportunity to ask questions about the contents of work package EWP2a and proposed outputs requested in the work package.
23/09/2020	Email	Email from HE to CBC, BBC and CCC attaching the draft archaeological strategy document. The email explained this strategy will also be presented within the Archaeological Consultation Meeting on the 24 September 2020.
30/09/2020	Email	Response from HDC regarding EWP13.

Date	Form of correspondence	Key topics discussed and key outcomes
30/09/2020	Email	Email from HE to CCC, BBC and CBC providing a series of milestones for the delivery and review of the archaeological evaluation reports by MOLA and agreement made Friday 16 th for the next presentation.
30/09/2020	Email	Email from CCC to HE outlined these milestones may not be achievable as the council have to fit 3 other eastern region NSIPs schemes which are competing for responses in the same time frame.
30/09/2020	Email	Email from HE to CCC, BBC and CBC attaching the minutes of the archaeological mitigation strategy meeting.
30/09/2020	Email	Email from HE to CCC, BBC and CBC attaching the minutes of the Phase 2 trenching presentation.
01/10/2020	Email	Email from HE to CCC, BBC and CBC explaining the Phase 1 and 2 reports will be provided to the council by 2 October 2020. The email asks the council to respond to comments by 16 October 2020 as per the milestone table sent on the 30 September 2020.
02/10/2020	Email	Project management work package "MWP1" issued to HDC for review.
07/10/2020	Email	EWP2b – Landscaping work package issues to HDC.
15/10/2020	Email	Email from CCC to HE, BBC and CBC explaining the Phase 1 and 2 report, alongside the AECOM proposed mitigation areas have been reviewed. CCC have not had time to review the areas alongside levels of engagement. The council consider the proposal is inconsistent or unworkable. Mitigation area review document may need to be sent to MFT service as this document is too large.
15/10/2020	Email	Email from CCC to HE asking for a detailed discussion about all mitigation needs. The email attached the councils review of the proposed A428 mitigation areas along with modifications required for the Cambridgeshire sites.
18/10/2020	Email	Email from BBC to HE, CCC and CBC outlining key issues with the Phase 1 report, this includes Section 6.3, Section 6.4 and Appendix 4, Table 4.1. The council complained about the length of the document and reported the documents kept crashing on their system. The council raised cross referencing is a time consuming process. The council explained they are part way through reviewing the Phase 2 report.

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21/10/2020	Meeting	Work Package meeting with HDC landscape architect regarding what was required to complete work package EWP2b. Specifically, landscape aspects such as the landscape and visual impact assessment, environmental masterplan and related management plans were discussed.
09/11/2020	Email	Landscape sections sent to HDC landscape architect.
12/11/2020	Meeting	Meeting with BBC, CCC, CBC, SCDC, and HDC to provide a briefing on the draft Development Consent Order to highlight the key articles and provide an overview of the requirements. An overview of the structure of the Environmental Management Plan and explanation of the role of local authorities in the post submission process (covering Adequacy of Consultation responses and Local Impact Reports) was also provided.
08/02/2021	Meeting	Meeting held with HDC at their request to discuss the impact of the Scheme on air quality in their area.
16/04/2021	Email	Email from CCC, SCDC and HDC to HE asking for a copy of all confidential ecological reports.
19/04/2021	Email	Email correspondence between HDC and HE providing clarification on Appendix 5.4 paragraph 1.1.26.
20/04/2021	Email	Email from HE to CCC, SCDC and HDC providing a link to the confidential ecological appendices.
23/04/2021	Email	Email from CCC, SCDC and HDC to HE asking HE to provide the un-redacted copies of all Ecological reports.
24/03/2021	Meeting	Members Meeting.
26/04/2021	Email	Email to CCC, SCDC and HDC providing a refreshed link to the un-redacted ecology reports.
06/05/2021	Email	Email to CCC, SCDC and HDC providing a link to the unredacted ecology reports (Appendix 8.20, Appendix 2.8, Appendix 8.3, Appendix 8.4 and HRA Screening Report).
13/05/2021	Email	Email to HDC from HE outlining key documents of interest to read prior to the Air Quality and Noise and Vibration update meeting. National Highways provided a link to the planning inspectorate website and the digital ES.

Date	Form of correspondence	Key topics discussed and key outcomes
03/06/2021	Meeting	Climate update meeting with the Cambridgeshire authorities covering introduction to the SoCG and climate impacts, effects and mitigation. Meeting minutes were circulated following the meeting 04/06/2021.
03/06/2021	Meeting	Biodiversity update meeting with the Cambridgeshire authorities covering introduction to the SoCG and biodiversity impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 08/06/2021.
10/06/2021	Meeting	Landscape and visual effects update meeting with HDC and SCDC covering introduction to the SoCG and landscape and visual impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 16 /06/2021.
15/06/2021	Meeting	Air quality and noise and vibration update meeting with HDC and SCDC covering introduction to the SoCG and air quality and noise and vibration impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 17/06/2021.
23/06/2021	Email	Email from HE to HDC and SCDC requesting availabilities for a Landscape and visual SOCG meeting. No response received.
23/06/2021	Email	Email to HE asking why borrow pits are not being discussed as part of the Material Assets and Waste Update presentation.
25/06/2021	Email	Email from HE to BBC, CBC and CCC detailing a borrow pit technical note is being prepared and once issued National Highways will set up a specific meeting to discuss borrow pits.
30/06/2021	Meeting	Members Briefing - Construction Impacts on Traffic.
June 2021	Letter	Joint letter from the Cambridgeshire authorities to HE containing Relevant Representations (via the Planning Inspectorate).
06/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC - Biodiversity SOCG meeting with the Cambridgeshire authorities to discuss current positions. Meeting minutes were circulated following the meeting on 13/07/2021.
06/07/2021	Email	Email from HE to CCC, HDC and SCDC - Air Quality and Noise and Vibration note providing further information on the impacts and effects at Eltisley and St Neots.
07/07/2021	Email	HDC sent HE a collated list of environment issues for discussion.

Date	Form of correspondence	Key topics discussed and key outcomes
08/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC - Climate SOCG meeting with the Cambridgeshire authorities to discuss current positions. Relevant representations also discussed. Meeting minutes were circulated following the meeting on 19/07/2021.
15/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC – HE gave a demonstration of the operational noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 21/07/2021.
28/07/2021	Email	Email to CCC, HDC and SCDC attaching draft presentation slides ahead of construction noise modelling meeting the next day with Cambridgeshire authorities.
29/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC – HE gave a demonstration of the construction noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 12/08/2021.
29/07/2021	Email	Email from HE to attendees of South Cambridgeshire and Huntingdonshire District Councils Members Briefing, attaching minutes from the meeting.
30/07/2021	Email	Email from HE attaching the Notification of Development for the Scheme.
30/07/2021	Email	Email from HE following the DCO Combined Issues Log received on 23 July 2021, asking for specific areas of concern ahead of upcoming meeting on 17 August 2021 to discuss the councils' public health concerns arising from the Scheme.
30/07/2021	Email	Email from HE attaching presentation slides and agenda ahead of the air quality and noise and vibration SOCG meeting with Cambridgeshire authorities on 3 August 2021.
30/07/2021	Email	Email to CCC, HDC and SCDC confirming HE will review the previously issued logs and SOCGs and prepare the population and human health presentation, and that an agenda will be circulated before the meeting on 17 August 2021.
30/07/2021	Email	Email from HE attaching the agenda for the Landscape and Visual effects SOCG meeting on 04 August 2021 to the Cambridgeshire authorities.
30/07/2021	Email	Email from HE to CCC, HDC and SCDC sharing the location of the recording for the construction noise modelling meeting that occurred on 29 July 2021.

Date	Form of correspondence	Key topics discussed and key outcomes
31/07/2021	Email	Email from HDC advising of staff availability during August and providing contact details.
02/08/2021	Email	Email from HDC confirming receipt of Notification of Development and pdf plans showing the Order Limits. Request for files within the A428 Order Limits folder to be sent in a different file format, as HDC unable to open.
03/08/2021	Email	Email from HE attaching presentation slides from Air Quality and Noise and Vibration SOCG meeting earlier that day and note that minutes will be circulated soon.
03/08/2021	Email	Further email from HDC stating they are unable to open the files sent alongside the Notification of Development email.
03/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Air quality and Noise and vibration SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 10/08/2021.
04/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Landscape and Visual effects SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 12/08/2021.
04/08/2021	Email	Email from HE to attendees of Landscape and Visual SOCG meeting earlier that day including CCC, HDC and SCDC. The presentation slides were shared. Noted that minutes will be circulated next week.
04/08/2021	Email	Email from HE to HDC sharing link to Borrow Pits Technical Note.
04/08/2021	Email	Email from HE to HDC explaining file types they could not open; that it is just Order Limits as shown on accompanying PDF.
04/08/2021	Email	Email from HDC asking for additional HDC contacts to be added to the A428 teams' group for access to documents.
06/08/2021	Email	Email from HE explaining identified error in Table L-4 of Annex L [APP-234] regarding the planting mix. Sent revised table.
06/08/2021	Email	Email from HDC requesting change of email address for a HDC contact.
06/08/2021	Email	Email from HE attaching an unredacted version of the Schedule of Mitigation for the A428.
10/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the air quality and noise and vibration SOCG meeting last week with Cambridgeshire authorities.

Date	Form of correspondence	Key topics discussed and key outcomes
12/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the construction noise modelling meeting on 29 July 2021 with the Cambridgeshire authorities.
12/08/2021	Email	Email from HE sharing meeting minutes from the landscape and visual effects SOCG meeting last week along with the presentation slides.
13/08/2021	Email	Email from HE sharing presentation slides ahead of the population and human health issues discussion on 17 August 2021.
13/08/2021	Meeting	Meeting between HE, Cambridgeshire authorities (CCC, HDC and SCDC), BBC, CBC on borrow pits and the additional information provided in the Borrow Pit Technical Note. Meeting minutes were provided following the meeting on 23/08/2021.
16/08/2021	Email	Email from HE to CCC, HDC and SCDC noting that the Biodiversity issues meeting scheduled for w/c 16 August 2021 will be postponed to 14 September 2021, to give time for a thorough review of the issues log to be reviewed and provided back to the Cambridgeshire authorities in good time ahead of the meeting.
17/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Population and human health issues discussion the with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 20/08/2021.
20/08/2021	Email	Email from NH attaching minutes following the A428 population and human health issues discussion on 17 August 2021.
23/08/2021	Email	Email to CCC, HDC and SCDC regarding Planning Inspector's hearing action point 7 (requiring a position statement between NH, Natural England and the local authorities on HRA matters and mitigation). Request that CCC, HDC and SCDC provide input by 27 August 2021.
26/08/2021	Email / file transfer	The position statement between NH, Natural England and the local authorities on HRA and mitigation matters was shared with CCC, HDC and SCDC for input and a copy of the meeting recording between National Highways and Natural England (from 23 August 2021) was shared by file transfer and via MS Teams.
27/08/2021	Email	Email from CCC, HDC and SCDC attaching response to position statement on HRA matters and mitigation. Response from NH confirming receipt and advising they resent the meeting recording yesterday but the meeting minutes are still with Natural England for review/approval so can't be shared yet.

Date	Form of correspondence	Key topics discussed and key outcomes
31/08/2021	Email	Email from NH sharing the final minutes from the Natural England meeting on 23 August 2021.
06/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing responses to the biodiversity issues log ahead of the meeting on 14/09/2021.
09/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing the agenda for the biodiversity issues meeting on 14/09/2021.
14/09/2021	Meeting	Meeting with CCC, HDC and SCDC – Biodiversity issues discussion with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 17/09/2021.
17/09/2021	Meeting	Email from NH to CCC, HDC and SCDC circulating the meeting minutes and presentation slides from the biodiversity issues meeting on 14/09/2021.
30/09/2021	Meeting	Meeting with CCC, HDC, SCDC, BBC and CBC in response to Action 2 from the Issue Specific Hearing 3 (24 September 2021). Biodiversity issues discussion on drainage ponds and planting arrangement.
04/10/2021	Email	Position Statement detailing matters related to design principles and planting at attenuation basins circulated to HDC, other host authorities and Natural England for input at Deadline 3 of the Examination.
15/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a technical noise meeting on Cambourne West.
15/10/2021	Email	Subsequent emails from CCC, HDC and SCDC detailing availabilities and officers to take part in the technical noise meeting on Cambourne West.
19/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availability for an Environment SOCG meeting. Availabilities didn't align for a meeting w/c 25th October 2021.
21/10/2021	Meeting	Meeting held between NH and CCC, HDC and SCDC regarding the technical noise meeting on Cambourne West. Meeting minutes were circulated following the meeting on 26/10/2021.
22/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting comments on Position Statement detailing matters related to design principles and planting at attenuation basins.
11/11/2021	Meeting	Environment SOCG meeting between NH and CCC, HDC and SCDC covering landscape and visual, noise and vibration,

Date	Form of correspondence	Key topics discussed and key outcomes
		biodiversity and climate. The Cambridgeshire authorities climate team were unable to attend this meeting.
11/11/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a landscape SOCG meeting.
11/11/2021	Email	Email from NH to CCC, HDC and SCDC with a proposed meeting time for Cambridgeshire & Districts Governance Meeting.
11/11/2021	Email	Email from HDC to NH to say they could not accommodate the last-minute change to the proposed Cambridgeshire & Districts Governance Meeting.
11/11/2021	Email	Email from NH to HDC to request the pass any concerns to a colleague from CCC who could attend the Cambridgeshire & Districts Governance Meeting.
12/11/2021	Email	Email from HDC to NH to confirm they will had passed relevant concerns onto the colleague at CCC to discuss on HDC's behalf at the Cambridgeshire & Districts Governance Meeting.
23/11/2021	Email	Email from HDC to NH to advise they could not attend the Cambridgeshire & Districts Governance Meeting on 26 November 2021 but a colleague would attend in their place for part of the meeting.
29/11/2021	Meeting	Meeting between NH and CCC, HDC and SCDC discussing the landscape planting and Environmental Masterplan. Meeting minutes were distributed on 9 December 2021.
09/12/2021	Email	Follow up email from NH to CCC, HDC and SCDC with meeting minutes from the Landscape SoCG, LEMP and Environmental Masterplan.
10/12/2021	Email	Email from NH to CCC, HDC and SCDC to confirm a cancellation had been sent out for 10 December 2021 Cambridgeshire & Districts Governance Meeting earlier that morning, but they would log in to the call to take down any queries should they wish.
10/12/2021	Email	Email from NH to CCC, HDC and SCDC to apologise for the last-minute cancellation due to staff sickness.
13/12/2021	Email	Email from NH to CCC, HDC and SCDC apologising for the last-minute cancellation of the Cambridgeshire & Districts Governance Meeting on 10 December 2021 and sending a link for a PDF version of the issue tracker and offering availability to discuss it.

Date	Form of correspondence	Key topics discussed and key outcomes
13/12/2021	Email	Email from HDC to NH to say they had a full diary so could not make any of the times suggested to discuss the Cambridgeshire & Districts Governance Meeting Issue Tracker.
13/12/2021	Email	Email from NH to CCC, HDC and SCDC to offer other availability to discuss Cambridgeshire & Districts Governance Meeting Issue Tracker.
15/12/2021	Email	Email from HDC to NH with Credit Note CR860 for Invoice 70038690 and reissued invoice 70042019.
16/12/2021	Email	Email from NH to SCDC and HDC with availability to discuss A428 construction hours, requesting their availability.
16/12/2021	Email	Email from HDC to NH and SCDC to confirm they were available for any of the times suggested by NH for A428 construction working hours discussion.
16/12/2021	Email	Email from NH to SCDC and CCC requesting a meeting to discuss ongoing bat crossing points issues on 7 January 2022.
16/12/2021	Email	Email from HDC to NH to confirm they could attend the suggest time and date for the bat crossing points meeting.
17/12/2021	Email	Email from NH to HDC and SCDC to confirm date of A428 construction working hours discussion.
17/12/2021	Email	Email from NH to CCC, HDC and SCDC with a template for technical officers to complete for SoCG issues that were being escalated to STRG meeting, requesting them to be returned by 22 December 2021.
17/12/2021	Email	Email from NH to CCC, HDC and SCDC thanking them for their contributions to the updated Outline Landscape and Ecology Management Plan (LEMP) and highlighting a few points discussed at the last meeting.
17/12/2021	Email	Email from NH to CCC, HDC and SCDC to see if they would like to cancel the Cambridgeshire & Districts Governance Meeting on 24 December 2021.
20/12/2021	Email	Email from HDC to NH, CCC and SCDC to agree they too would like to cancel the Cambridgeshire & Districts Governance Meeting on 24 December 2021.
20/12/2021	Email	Email from NH to CCC, HDC and SCDC with a teams invite to Cambridgeshire & Districts Governance Meeting on 7 January 2022.

Date	Form of correspondence	Key topics discussed and key outcomes
20/12/2021	Email	Email from HDC to NH to say they would not be able to attend the Cambridgeshire & Districts Governance Meeting on 7 January 2022 but a colleague will attend instead.
20/12/2021	Email	Email form NH to HDC to thank them for letting them know a colleague would be attending the Cambridgeshire & Districts Governance Meeting on 7 January in their absence.
20/12/2021	Email	Email from NH to CCC, HDC and SCDC requesting review of the population and human health positions in the SOCG and providing links to relevant information.
30/12/2021	Email	Email from NH to HDC and SCDC requesting any outstanding issues associated with off-site noise barriers as there appear to be missing comments from them in the submission received at Deadline 5 so NH can respond at Deadline 8.
30/12/2021	Email	Email from HDC to NH replying to request for outstanding issues with off-site noise barriers, advising they cannot find the comments NH are referring and believes that they decided it was not reasonably practical or environmentally sustainable to build off-site barriers.
30/12/2021	Email	Email from NH to HDC and SCDC thanking them for clarification on the off-site noise barrier issue, advising they will prepare a response to this is their document.
05/01/2022	Email	Email from NH to HDC and SCDC with a response to the commitment to off-site noise barriers, request HDC to confirm that it reflects their position.
05/01/2022	Email	Email from HDC to NH to confirm they are happy with the off-site noise barriers position drafted by NH.
05/01/2022	Email	Email from NH to HDC and SCDC to thank them for their confirmation that they're happy with the off-site noise barriers position.
05/01/2022	Email	Email from NH to CCC, HDC and SCDC with a link and documents for the STRG meeting.
06/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the agenda for the meeting on bat crossing points on 07/01/2022.
07/01/2022	Meeting	Meeting between NH, Natural England, CCC, HDC and SCDC on bat crossing points.

Date	Form of correspondence	Key topics discussed and key outcomes
07/01/2022	Email	Email from NH to Natural England, CCC, HDC and SCDC issuing the recording from the bat crossing point meeting.
07/01/2022	Email	Email from NH to CCC, HDC and SCSC with a clearer version of the final SoCG timeline.
07/01/2022	Email	Governance meeting follow up email from NH to CCC and HDC with updated version of the final SoCG timeline.
11/01/2022	Email	Email from HDC to NH confirming receipt and thanking them for re-sending the STRG documents.
11/01/2022	Email	Email from NH to HDC regarding STRG documents offering further assistance should they need it.
11/01/2022	Meeting	SRTG meeting between NH, CCC, HDC and SCDC.
11/01/2022	Meeting	Meeting between NH, HDC and SCDC discussing construction working hours.
12/01/2022	Email	Email from NH to CCC, HDC and SCDC with a recording of the STRG meeting and advising them that the minutes were being reviewed and would be sent out shortly.
13/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the minutes from the bat crossing point meeting on 07/01/2022.
19/01/2022	Email	Email from NH to HDC following up previous SOCG - Population and human health positions 'under discussion' email requesting review of positions.
24/01/2022	Email	Email from NH to HDC advising that they will be sending the position statement on traffic monitoring during the operation phase to the ExA for Deadline 9 and they will send that version to them when ready.
24/01/2022	Email	<p>Email from SCDC to NH, CCC and HDC stating it has been recommended information about Biodiversity Net Gain offsite opportunities in the South Cambridgeshire area should be sent to NH. This is because the National Highways BNG calculations may show a net biodiversity loss when the 'trading down' impact shown in the biodiversity tool Metric 2.0 is taken into account.</p> <p>SCDC makes NH aware of a new initiative on one of the county farms which has been set up by Bidwells – Lower Valley Farm in Fulbourn. However, SCDC states Lower Valley Farm mainly comprises grassland and since the high quality habitat losses on the A428 scheme mainly relate to woodland, there may be other sites elsewhere in the county which could be investigated.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
26/01/2022	Email	Email from NH to HDC with a copy of the Operational Phase Monitoring and Construction Phase monitoring position statement submitted at Deadline 9.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with meeting minutes from the last Cambridgeshire and districts governance meeting.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with clarification on current timeline for start of works.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with further details of action point 2.5 from the governance meeting minutes.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding resource for legacy with further details on action point 4.2 in the governance meeting minutes.
31/01/2022	Email	Email from CCC to NH, SCDC and HDC with clarification on position on legacy resource as there seemed to be some confusion.
31/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding legacy resource clarification advising they would look into it.
02/02/2022	Email	Email from NH to CCC, SCDC, HDC, Environment Agency, Natural England, BBC and CBC to suggest a weekly environmental regulator meeting and requesting feedback on who would attend and their availability.
04/02/2022	Meeting	NH meeting with Cambridgeshire Joint Authorities, BBC and CBC to present revised constructions and operational monitoring results having taken into account a GERT model.

Table 2--3 – Records of Engagement – SCDC

Date	Form of correspondence	Key topics discussed and key outcomes
03/07/2018	Meeting	Meeting with BBC, CBC, HDC, and SCDC. A presentation was given on the LVIA viewpoints to landscape officers. The ongoing nature of consultation was discussed, and National Highways invited further thoughts on the initial viewpoint selections for LVIA photomontages, so that they could brief surveyors in August 2018.
17/10/2019	Meeting	Meeting held with BBC, CCC, CBC, and SCDC with Environment Agency and the Bedford Group of Drainage Boards also in attendance. The meeting was part of the formation of the Flood Risk/Water Management group and covered the terms of reference for the working group, lessons learned from the A14, and each authorities' areas watercourses and responsibilities. National Highways gave an overview of the different types of hydraulic modelling of water course crossings and overland runoff for three main technical notes to be generated (River Ouse Crossing, Bedfordshire Area and Cambridgeshire Area).
12/03/2020	Meeting	Meeting with BBC, CCC, CBC, and SCDC with the Environment Agency and Bedford Group of Drainage Boards also in attendance. Further to the meeting on 17 October 2019, this second meeting was held for the Flood Risk/Water Management Technical Working Group. In this meeting each local authorities' watercourse was reviewed and discussed and the terms of reference for the group were finalised and agreed.
13/03/2020	Meeting	Meeting with CCC, HDC, and SCDC to introduce ways of working within the draft PPA, review work packages issued and upcoming and reach understanding regarding the required level of commentary, review and input from Cambridgeshire and the Districts. National Highways gave an update on surveys and biodiversity net gain before splitting into separate technical discipline groups to discuss relative technical requirements more thoroughly.
11/05/2020	Email	Work package "EWP1 Major Developments" issued to SCDC Senior Planning Officers for their input.
14/08/2020	Email	EWP3 Noise work package issued to SCDC EHO and Biodiversity teams for review.
03/09/2020	Meeting	Meeting with HDC and SCDC to review environmental work package progress.

Date	Form of correspondence	Key topics discussed and key outcomes
03/09/2020	Meeting	A meeting was held to introduce the council Biodiversity team to the Scheme, this included a summary of the results of the surveys, a walkthrough of the environmental masterplan draft and a discussion of next steps.
09/09/2020	Phone call	A phone call with the SCDC air quality specialist and the project team air quality specialist. The project team air quality specialist responded to questions about methodology and air quality constructional and operational effects. There were also questions around proposed mitigation and where this would be secured.
22/09/2020	Meeting	Work Package meeting with biodiversity team covering the process and requirements.
22/09/2020	Meeting	Meeting with HDC and SCDC with an ecologist representing the districts, regarding work package EWP2a. Work package EWP2a covered the Environmental Masterplan and was specific to biodiversity on the Scheme. The local authority had an opportunity to ask questions about the contents of work package EWP2a and proposed outputs requested in the work package.
24/09/2020	Email	SCDC response to EWP9 Public Health Information.
01/10/2020	Meeting	Meeting with SCDC specifically the landscape architects to discuss what was required to complete work package EWP2b. Work package EWP2b was specific to landscape and covered the draft Outline Landscape and Ecology Master Plan and the A428 Landscape Section Drawings
02/10/2020	Email	Project management work package "MWP1" issued to SCDC for review.
02/10/2020	Meeting	Meeting with SCDC Principal Sustainability Officer to discuss climate change chapter of the Environment Statement. Minutes of meeting emailed on 8 October 2020.
07/10/2020	Email	EWP2b – Landscaping work package issues to SCDC.
13/10/2020	Meeting	Meeting with SCDC to discuss expectations of what would be included in the application and any follow up questions regarding work package EWP2a for the SCDC area.

Date	Form of correspondence	Key topics discussed and key outcomes
12/11/2020	Briefing	Meeting with BBC, CCC, CDC, SCDC and HDC to provide a briefing on the draft Development Consent Order to highlight the key articles and provide an overview of the requirements. An overview of the structure of the Environmental Management Plan and explanation of the role of local authorities in the post submission process (covering Adequacy of Consultation responses and Local Impact Reports) was also provided.
19/02/2021	Meeting	Air Quality meeting held with SCDC & HDC and minutes issued.
03/06/2021	Meeting	Climate update meeting with the Cambridgeshire authorities covering introduction to the SoCG and climate impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 04/06/2021.
03/06/2021	Meeting	Biodiversity update meeting with the Cambridgeshire authorities covering introduction to the SoCG and biodiversity impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 08/06/2021.
03/06/2021	Email	Email from SCDC to National Highways containing a log of key issues.
10/06/2021	Meeting	Landscape update meeting with HDC and SCDC covering introduction to the SoCG and landscape and visual impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 16/06/2021.
15/06/2021	Meeting	Air quality and noise and vibration update meeting with HDC and SCDC covering introduction to the SoCG and air quality and noise and vibration impacts, effects and mitigation. Meeting minutes were circulated following the meeting on 17/06/2021.
23/06/2021	Email	Email from National Highways to HDC and SCDC requesting availabilities for a Landscape and visual SOCG meeting. No response received.
30/06/2021	Meeting	Members Briefing - Construction Impacts on Traffic.
June 2021	Letter	Joint letter from the Cambridgeshire authorities to National Highways containing Relevant Representations (via the Planning Inspectorate).

Date	Form of correspondence	Key topics discussed and key outcomes
06/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC - Biodiversity SOCG meeting with the Cambridgeshire authorities to discuss current positions. Meeting minutes were circulated following the meeting on 13/07/2021.
06/07/2021	Email	Email from HE to the Cambridgeshire authorities - Air Quality and Noise and Vibration note providing further information on the impacts and effects at Eltisley and St Neots.
08/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC - Climate SOCG meeting with the Cambridgeshire authorities to discuss current positions. Relevant representations also discussed. Meeting minutes were circulated following the meeting on 19/07/2021.
15/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC – HE gave a demonstration of the operational noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 21/07/2021.
28/07/2021	Email	Email to CCC, HDC and SCDC attaching draft presentation slides ahead of construction noise modelling meeting the next day with Cambridgeshire authorities.
29/07/2021	Meeting	Joint meeting with CCC, HDC and SCDC – HE gave a demonstration of the construction noise model to the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 12/08/2021.
30/07/2021	Email	Email to CCC, HDC and SCDC confirming HE will look through previously issued logs and SOCGs and prepare the population and human health presentation, and that an agenda will be circulated before the meeting on 17 August 2021.
30/07/2021	Email	Email from HE attaching presentation slides and agenda ahead of the air quality and noise and vibration SOCG meeting with Cambridgeshire authorities on 3 August 2021.
30/07/2021	Email	Email from HE attaching the agenda for the Landscape and Visual effects SOCG meeting on 04/08/2021 to the Cambridgeshire authorities.
30/07/2021	Email	Email from HE to CCC, HDC and SCDC sharing the location of the recording for the construction noise modelling meeting that occurred on 29/07/2021.

Date	Form of correspondence	Key topics discussed and key outcomes
03/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Air quality and Noise and vibration SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 10/08/2021.
04/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Landscape and Visual effects SOCG meeting to discuss current positions. Meeting minutes were circulated following the meeting on 12/08/2021.
04/08/2021	Email	Email from HE to attendees of Landscape and Visual SOCG meeting earlier that day including CCC, HDC and SCDC. The presentation slides were shared. Note that minutes will be circulated next week.
06/08/2021	Email	Email from HE to attendees of SOCG Landscape and Visual update meeting on Wednesday confirming they identified an issue within Table L-4 of Annex L [APP-234] regarding planting mix. Sent correct table.
10/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the air quality and noise and vibration SOCG meeting last week with Cambridgeshire authorities.
12/08/2021	Email	Email from HE attaching meeting minutes and presentation slides from the construction noise modelling meeting on 29 July 2021 with the Cambridgeshire authorities.
12/08/2021	Email	Email from HE sharing meeting minutes from the landscape and visual effects SOCG meeting last week along with the presentation slides.
13/08/2021	Email	Email from HE sharing presentation slides ahead of the population and human health issues discussion on 17 August 2021.
13/08/2021	Meeting	Meeting between National Highways (NH), the Cambridgeshire authorities (CCC, HDC and SCDC), BBC, CBC on borrow pits and the additional information provided in the Borrow Pit Technical Note. Meeting minutes were provided following the meeting on 23/08/2021.
16/08/2021	Email	Email from NH to CCC, HDC and SCDC noting that the Biodiversity issues meeting scheduled for w/c 16 August 2021 will be postponed to 14 September 2021, to give time for a thorough review of the issues log to be reviewed and provided back to the Cambridgeshire authorities in good time ahead of the meeting.
17/08/2021	Meeting	Meeting with CCC, HDC and SCDC – Population and human health issues discussion the with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 20/08/2021.

Date	Form of correspondence	Key topics discussed and key outcomes
20/08/2021	Email	Email from NH attaching minutes following the A428 population and human health issues discussion on 17 August 2021.
23/08/2021	Email	Email to CCC, HDC and SCDC regarding Planning Inspector's hearing action point 7 (requiring a position statement between National Highways, Natural England and the local authorities on HRA matters and mitigation). Request that CCC, HDC and SCDC provide input by 27 August 2021.
26/08/2021	Email / file transfer	The position statement between NH, Natural England and the local authorities on HRA and mitigation matters was shared with CCC, HDC and SCDC for input and a copy of the meeting recording between NH and Natural England (from 23 August 2021) was shared by file transfer and via MS Teams.
27/08/2021	Email	Email from CCC, HDC and SCDC attaching response to position statement on HRA matters and mitigation. Response from NH confirming receipt and advising they resent the meeting recording yesterday but the meeting minutes are still with Natural England for review/approval so can't be shared yet.
31/08/2021	Email	Email from NH sharing the final minutes from the Natural England meeting on 23/08/2021.
06/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing responses to the biodiversity issues log ahead of the meeting on 14/09/2021.
09/09/2021	Email	Email from NH to CCC, HDC and SCDC detailing the agenda for the biodiversity issues meeting on 14/09/2021.
14/09/2021	Meeting	Meeting with CCC, HDC and SCDC – Biodiversity issues discussion with the Cambridgeshire authorities. Meeting minutes were circulated following the meeting on 17/09/2021.
17/09/2021	Meeting	Email from NH to CCC, HDC and SCDC circulating the meeting minutes and presentation slides from the biodiversity issues meeting on 14/09/2021.
30/09/2021	Meeting	Meeting with CCC, HDC, SCDC, BBC and CBC in response to Action 2 from the Issue Specific Hearing 3 (24/09/2021). Biodiversity issues discussion on drainage ponds and planting arrangement.
04/10/2021	Email	Position Statement detailing matters related to design principles and planting at attenuation basins circulated to SCDC, other host authorities and Natural England for input at Deadline 3 of the Examination.

Date	Form of correspondence	Key topics discussed and key outcomes
15/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a technical noise meeting on Cambourne West.
15/10/2021	Email	Subsequent emails from CCC, HDC and SCDC detailing availabilities and officers to take part in the technical noise meeting on Cambourne West.
19/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting availability for an Environment SOCG meeting. Availabilities didn't align for a meeting w/c 25th October 2021.
21/10/2021	Meeting	Meeting held between NH and CCC, HDC and SCDC regarding the technical noise meeting on Cambourne West. Meeting minutes were circulated following the meeting on 26/10/2021.
22/10/2021	Email	Email from NH to CCC, HDC and SCDC requesting comments on Position Statement detailing matters related to design principles and planting at attenuation basins.
04/11/2021	Email	Email from CBC to NH detailing additional air quality and noise and vibration mitigation comments to be considered in the next iteration of the SOCG.
04/11/2021	Email	Email from CCC to NH requesting updated SoCG.
04/11/2021	Email	Email from NH to CCC to updated on when they will receive updated SoCG.
04/11/2021	Email	Email from NH to CCC with updated version of SoCG.
05/11/2021	Email	Email from CCC to NH request a site visit for F44.
08/11/2021	Email	Email for NH to CCC to updated them on the Road Safety Audit.
10/11/2021	Email	Email from NH to CCC and CDC with an updated programme to reflect agreed process and principles.
11/11/2021	Meeting	Environment SOCG meeting between NH and CCC, HDC and SCDC covering landscape and visual, noise and vibration, biodiversity and climate. The Cambridgeshire authorities climate team were unable to attend this meeting.
11/11/2021	Email	Email from NH to CCC, HDC and SCDC requesting availabilities for a landscape SOCG meeting.

Date	Form of correspondence	Key topics discussed and key outcomes
11/11/2021	Email	Email from HDC to NH to say they cannot attend the bi-weekly governance meeting
11/11/2021	Meeting	Noise, Landscape and Climate meeting between joint LAs and NH. The Cambridgeshire authorities climate team were unable to attend this meeting.
12/11/2021	Email	Email from CCC and SCDC to NH following up meeting request for DCO and Legal Agreement Discussions.
12/11/2021	Email	Email from NH to CCC and SCDC to cancel governance meeting due to HDC and CDC not being able to attend.
16/11/2021	Email	Email from NH to CCC and SCDC with updated joint LA SoCG for Deadline 5.
16/11/2021	Email	Email from NH to CCC and SCDC with Deadline 5 submission ready SoCG.
17/11/2021	Meeting	Road Design meeting between NH and CCC.
19/11/2021	Meeting	Teams Meeting between NH and SCDC to discuss AQ Modelling using approach 1 traffic data.
22/11/2021	Email	Email from NH to CCC and SCDC with an update on DCO and Legal Agreement Discussions.
23/11/2021	Email	Email from HDC to NH advising of proxy for governance meeting.
23/11/2021	Email	Email from CCC to NH requesting updated junction models and count data.
29/11/2021	Meeting	Meeting between Nh and CCC, HDC and SCDC discussing the landscape planting and Environmental Masterplan. Meeting minutes were distributed on 9 December 2021.
16/12/2021	Email	Email from NH to SCDC and CCC requesting a meeting to discuss ongoing bat crossing points issues on 7 January 2022.
16/12/2021	Email	Email from SCDC to NH to confirm they could attend the suggested time and date for the bat crossing points meeting.
16/12/2021	Email	Email from NH to HDC and SCDC suggesting date for a construction working hours meeting and requesting availability.
16/12/2021	Email	Email from SCDC to NH and HDC advising they could not attend the times suggested for the construction working hours meeting due to being on leave but advising they are happy for the meeting to go

Date	Form of correspondence	Key topics discussed and key outcomes
		ahead as the other attendees are aware of their concerns to bring up.
17/12/2021	Email	Email from NH to SCDC and HDC advising that they have scheduled a meeting in for 11 January 2022 to discuss construction working hours.
17/12/2021	Email	Email from NH to CCC, HDC and SCDC thanking them for contributions to the updated Outline Landscape and Ecology Management Plan (LEMP) and detailing some clarifications.
20/12/2021	Email	Email from National Highways to CCC, HDC and SCDC requesting review of the population and human health positions in the SOCG and providing links to relevant information.
30/12/2021	Email	Email from NH to HDC and SCDC requesting any outstanding issues associated with off-site noise barriers as there appear to be missing comments from them in the submission received at Deadline 5 so NH can respond at Deadline 8.
30/12/2021	Email	Email from NH to HDC and SCDC thanking them for clarification on the off-site noise barrier issue, advising they will prepare a response to this is their document.
04/01/2022	Email	Email from SCDC to NH and CCC advising they will review the positions in relation to Population and Human Health and come back to NH and CCC.
05/01/2022	Email	Email from NH to HDC and SCDC with a response to the commitment to off-site noise barriers, request HDC to confirm that it reflects their position.
05/01/2022	Email	Email from NH to HDC and SCDC to thank them for their confirmation that they are happy with the off-site noise barriers position.
06/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the agenda for the meeting on bat crossing points on 07/01/2022.
07/01/2022	Meeting	Meeting between NH, Natural England, CCC, HDC and SCDC on bat crossing points.
07/01/2022	Email	Email from NH to Natural England, CCC, HDC and SCDC issuing the recording from the bat crossing point meeting.
07/01/2022	Email	Email from NH to CCC and SCDC issuing the Barbastelle Bat Surveys and Mitigation Technical Note and the redacted East West Rail bat report.

Date	Form of correspondence	Key topics discussed and key outcomes
07/01/2022	Email	Governance meeting follow up email from NH to CCC, SCDC and HDC with updated version of the final SoCG timeline.
11/01/2022	Email	Email from NH to CCC, SCDC and HDC with meeting minutes and presentation slides.
11/01/2022	Meeting	SRTG meeting between NH, CCC, HDC and SCDC.
11/01/2022	Meeting	Meeting between NH, HDC and SCDC discussing construction working hours.
12/01/2022	Email	Email from NH to CCC, HDC and SCDC with a recording of the STRG meeting and advising them that the minutes were being reviewed and would be sent out shortly.
13/01/2022	Email	Email from NH to CCC, HDC and SCDC issuing the minutes from the bat crossing point meeting on 07/01/2022.
19/01/2022	Email	Email from NH to CCC and SCDC sharing the updated Barbastelle Bat Technical Note (Rev 4).
19/01/2022	Email	Email from NH to CCC and SCDC following up a request for reviews on Population and human health positions requesting their input.
19/01/2022	Email	Email from CCC to NH introducing a new public health officer and acceptance of a meeting offer to discuss the population and human health positions in the SOCG.
21/01/2022	Email	Email from NH to CCC with availability for a meeting on the population and human health aspects of the SOCG and a request for CCC to provide more detailed positions ahead of the meeting.
24/01/2022	Email	Email from SCDC to NH on Biodiversity Net Gain offsite opportunities.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with meeting minutes from the last Cambridgeshire and districts governance meeting.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with clarification on current timeline for start of works.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC with further details of action point 2.5 from the governance meeting minutes.
28/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding resource for legacy with further details on action point 4.2 in the governance meeting minutes.

A428 Black Cat to Caxton Gibbet improvements
 Draft Statement of Common Ground with Cambridgeshire County Council,
 South Cambridgeshire District Council and Huntingdonshire District Council

Date	Form of correspondence	Key topics discussed and key outcomes
31/01/2022	Email	Email from CCC to NH, SCDC and HDC with clarification on position on legacy resource as there seemed to be some confusion.
31/01/2022	Email	Email from NH to CCC, SCDC and HDC regarding legacy resource clarification advising they would look into it.
02/02/2022	Email	Email from NH to CCC, SCDC, HDC, Environment Agency, Natural England, BBC and CBC to suggest a weekly environmental regulator meeting and requesting feedback on who would attend and their availability.
04/02/2022	meeting	NH meeting with Cambridgeshire Joint Authorities, BBC and CBC to present revised constructions and operational monitoring results having taken into account a GERT model.