



A14 Cambridge to Huntingdon improvement scheme

Statement of Common Ground between Highways England and Hilton Parish Council

Date: 28 September 2015

Reference: HE/A14/EX/98/PC11

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1 Introduction

1.1 Purpose of document

- 1.1.1 A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant for a Development Consent Order (DCO) and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement and matters which are under discussion.
- 1.1.2 The aim of SoCGs is to provide a clear record of the issues discussed and the stage each issue is at during the discussion. The SoCG can be used as evidence of these discussions in representations to the Planning Inspectorate as part of their examination of the DCO application.

1.2 This Statement of Common Ground

- 1.2.1 Annex G of the Rule 6 letter (17 April 2015) refers to SoCGs and recommends that Highways England agrees SoCGs with various parties, including Parish Councils.
- 1.2.2 This SoCG has been jointly prepared by Highways England, as the Applicant, and Hilton Parish Council. It refers to the application for the proposed A14 Cambridge to Huntingdon improvement scheme which was submitted to the Planning Inspectorate on 31 December 2014.
- 1.2.3 The proposed scheme extends for a distance of 21 miles, from the existing A14 at Ellington to the Cambridge Northern Bypass at Milton. It includes a new bypass to the south of Huntingdon, carriageway widening on the existing A14 between Swavesey and Girton, and improvements to the Cambridge Northern Bypass. It also includes junction improvements, the widening of a section of the A1 trunk road between Brampton and Alconbury, and approximately 7 miles of new local access roads. In addition, it includes the de-trunking (i.e. returning to local road status) of the existing A14 trunk road between the Ellington and Swavesey junctions, and the removal of the existing road viaduct over the East Coast Mainline railway at Huntingdon.

1.3 Structure of the Statement of Common Ground

1.3.1 This SoCG is structured in the following way:

Section 1	Introduction to this SoCG.
Section 2	Record of engagement undertaken pre and post-submission of the DCO application. This includes meetings, emails and letters related to the discussions, including a summary of each.
Section 3	Table recording matters that have been discussed between Highways England and Hilton Parish Council, in line with the principal issues set out in Annex C of the Rule 6 letter, including comments from Hilton Parish Council on whether the matters are agreed, not agreed or still under discussion.
Section 4	Signatures of the parties to indicate a true and accurate record of the discussions.
Appendix A	Copy of the relevant representation made to the Planning Inspectorate by Hilton Parish Council.
Appendix B	Bridge height requirements for standard overbridges.
Appendix C	Example earth bund from Design Manual for Roads and Bridges.
Appendix D	Noise modelling update note.

2 Record of engagement undertaken

2.1.1 The table below records the engagement undertaken between Highways England and Hilton Parish Council.

Date	Type of engagement	Summary of discussion
10 February 2014	Pre-application ongoing correspondence	Letter from Hilton Parish Council to Highways England regarding: <ul style="list-style-type: none"> • Decision to abandon tolling • Preferred route option • Opportunity for further engagement and consultation • Outline of impact of scheme on Hilton
21 February 2014	Pre-application ongoing correspondence	Response from Highways England to Hilton Parish Council providing: <ul style="list-style-type: none"> • Progress update and consultation programme • Response to query on design options and environmental impacts
20 March 2014	Pre-application ongoing correspondence	Informal early engagement meeting with Hilton Parish Council: <ul style="list-style-type: none"> • Discussion on process, actions going forward and need for early engagement • Outline of main concerns including rat-running, impact on air quality, design of scheme, availability of detailed information, and borrow pits. • Discussion on legacy proposal, and further engagement opportunities.
08 June 2014	Pre-application ongoing correspondence	Informal village meeting with Hilton Parish Council and local community: <ul style="list-style-type: none"> • Discussion on progress • Discussion of key issues and concerns including the proximity of the road to the north of the village, height of the road, visual and noise impact, drainage and flooding, traffic congestion within village, impact on property value, air quality and noise monitoring and consultation process
12 June 2014	Pre-application ongoing correspondence	Letter from Hilton Parish Council following public exhibitions and discussions with Highways England: <ul style="list-style-type: none"> • Outline of main concerns including: road route, road height, impact on local transport journeys, traffic congestion, visual impact, construction phase • Discussion on mitigation measures • Further engagement

Date	Type of engagement	Summary of discussion
13 June 2014	Pre-application ongoing correspondence	<p>Letter from Highways England inviting Hilton Parish Council to attend a meeting to discuss representations that have been received:</p> <ul style="list-style-type: none"> • Main objective of meeting to discuss: groundswell of opinion • Acknowledge the ramifications of the pre application consultation • Highlight the differences between the 1980 Highways Act and the 2008 Planning Act and the misunderstandings that have arisen • The future opportunities of consultation available and • Discuss, in detail, the proposals improvements of the off line section north of Hilton.
17 June 2014	Pre-application ongoing correspondence	<p>Meeting held with local councillors to discuss EIA report and key issues.</p>
19 September 2014	Pre-application non-statutory letter	<p>Letter from Hilton Parish Council:</p> <ul style="list-style-type: none"> • Requesting further opportunity to comment on the A14 proposal prior to completion of detailed design process • Discussion of key areas of concern including choice of southern bypass route; road height; increased air, light and noise pollution; visual impact; drainage and flood risk; rat running; and traffic congestion. • Invitation to attend village exhibition
16 October 2014	Pre-application ongoing correspondence	<p>Meeting to update Hilton Parish Council on changes to scheme and to gain feedback from village exhibition:</p> <ul style="list-style-type: none"> • Outline of history of route options, and assessment of various options • Update on progress and DCO process and programme • Discussion on best mitigations against possible effect of new road • Outline of concerns including impact on air quality, rat running and excess HGVs, borrow pits, construction issues • Discussion regarding design changes and public consultation
02 March 2015	Relevant Representation	<p>A copy of the relevant representation made to the Planning Inspector is in Appendix A</p>
04 March 2015	Parish Council Up-date meetings	<p>A representative from the parish council attended the update meeting held on the 2 March 2015. The update presented the Development Consent Order application process and in particular the examination process</p>

Date	Type of engagement	Summary of discussion
08 June 2015	Statement of Common Ground (SoCG) meeting	The aim of the meeting was to discuss preparation of a Statement of Common Ground and was attended by members of Hilton Parish Council and representatives of Highways England. Please see section 3 below for the issues that were discussed.
22 July 2015	Statement of Common Ground (SoCG) meeting	A meeting was held to inform this SoCG with members of Hilton Parish Council and representatives from Highways England.
11 August 2015	Statement of Common Ground (SoCG) meeting	A meeting was held to inform this SoCG with members of Hilton Parish Council and representatives from Highways England. Section 3 below provides an up-date of the issues discussed.
15 September 2015	Statement of Common Ground (SoCG) meeting	A meeting was held to inform this SoCG with members of Hilton Parish Council and representatives from Highways England. Section 3 below provides an up-date of the issues discussed.

- 2.1.2 It is agreed that this is an accurate record of the meetings and key correspondence between Highways England and Hilton Parish Council.
- 2.1.3 There is ongoing discussion between the parties.
- 2.1.4 The Parish Council's relevant representation formed the basis for the discussion at the SoCG meeting. A copy of the Parish Council's relevant representation can be found at Appendix A.
- 2.1.5 It is agreed that any matters not specifically referred to in sections 2 and 3 of this SoCG are not of material interest or relevance to Hilton Parish Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Hilton Parish Council.

3 Matters discussed

3.1 SoCG discussion

3.1.1 The table below sets out the matters discussed between Highways England and Hilton Parish Council at the meeting on 8 June 2015, **11 August and 15 September 2015**. It outlines Highways England's responses to stakeholder issues raised and whether the stakeholder agrees with this Highways England response. The matters are addressed in line with principal issues identified in Annex C of the Rule 6 letter.

Ref	Principal Issue	Stakeholder Issue	Highways England Response	Agreed / Not agreed / Under discussion
1	Noise and vibration	<p>The Parish Council disagree that a 3dB increase in noise would not constitute a likely significant effect.</p> <p>Hilton Parish Council suggests that due to the close proximity of the proposed road this increase in noise will be near constant, and not as is currently the case where the effect of the current A14 is dependent on wind conditions.</p> <p>Therefore the increase of 3dB as an average will be significant considering the current tranquil setting Hilton enjoys.</p>	<p>The use of the term 'significant' is industry standard wording used within the Environmental Impact Assessment and has been applied within this context. We note your difference of opinion.</p> <p>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 require the identification of 'likely significant effects'.</p> <p>Where in terms of government noise policy the calculated noise or vibration indicates a significant adverse impact on health and quality of life (i.e. the level exceeds the relevant Significant Observed Adverse Effect Levels), then this assessment identifies a likely significant observed adverse effect at each receptor.</p> <p>In accordance with government guidance PPG-Noise (DCLG, 2014) this is where, for example, noise would disrupt activities indoors.</p>	Not agreed.
2	Noise and vibration Noise and	Clarification is required as to the actual height of the proposed bund on the southern side of the	The height of the proposed landscaping bund as appears on the drawing is 2m – this bund	Not agreed.

	<p>visual mitigation</p>	<p>bypass (between Potton Road and Hilton Road bridges). The drawing suggests the bund is 2m but could be decreased in height by 1 meter.</p> <p>The Parish Council are concerned that the application for limits of deviation could lead to a reduced height of the screening bunds.</p> <p>The Parish Council would like this to be higher with an additional fence (material to be specified by a barrier expert) and planting to provide maximum screening and mitigation. The DMRB guidelines are not sufficient in this case. (Please refer to the document ‘Response to A14 C2H Statement of Observations by SBS, Hilton A14 Environmental Noise Mitigation Study; 27.8.15)</p> <p>An example of the type of bund is given in Appendix B. Clarity as to whether plastic/metal noise barriers can be used, similar to that used across Europe.</p> <p>The Parish Council has commissioned an independent report in relation to noise barriers which they will be considering.</p> <p>Clarification required as to whether there is any mitigation which could reduce noise in this case.</p> <p>The Parish Council would like the screen bunds to have a vertical face to the A14 to save land take and provide noise attenuation.</p> <p>Hilton Parish Council challenges the Highways England statement that ‘screen bunds with a</p>	<p>was incorporated for landscape and visual reasons only. The height of the road above existing ground level is 3 metres. The total height of the bund above existing ground level is 5 metres.</p> <p>There is currently no noise fence proposed along the scheme adjacent to Hilton. Given the distance between the road and the village noise barriers would not provide any additional mitigation. The scheme would include low noise surfacing which would provide a 3dB(A) reduction over hot rolled asphalt, this represents a degree of mitigation from a traditional road surface.</p> <p>The scheme with mitigation that has been developed as part of the DCO proposals has been assessed as not giving rise to likely significant effects. It is not considered necessary therefore to consider additional noise mitigation.</p> <p>Highways England’s response to the Second Written Questions, Question 2.10.10, submitted at Deadline 7 further explained the dialogue between Hilton Parish Council and Highways England regarding the independent noise report.</p> <p>Highways England submitted a further response to the ExA at Deadline 8 (HE/A14/EX/145). This demonstrated that the proposed 4m barrier would provide no acoustic benefit.</p> <p>In addition, two mitigation options were assessed and presented in the</p>	
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		vertical face would have no benefit in noise terms'. The noise report commissioned by Hilton Parish Council suggests otherwise.	<p>Position Statement submitted to the EXA at Deadline 7 on noise mitigation (HE/A14/EX/129). The conclusion reached was that additional mitigation (vLNS or a 2 m barrier) is not sustainable at Hilton, as set out in the noise assessment position statement¹.</p> <p>Further discussions were held after the Issue Specific Hearing on the 15 September. Highways England agreed to undertake further work.</p> <p>Highways England discussed the differences in noise benefit of a proposed 4m high noise barrier compared to the Environmental Statement (ES) design at Hilton.</p> <p>A note has been prepared in response to this discussion setting out the results of additional modelling which will be shared with Hilton Parish Council shortly.</p>	
3	Noise and Vibration Assessment of meteorological conditions	Clarification is required as to whether assessments had taken into account variable or specific meteorological conditions.	The 'with scheme' and 'without scheme' model assumes the same meteorological conditions (i.e. moderately adverse propagation conditions via Calculation of Road Traffic Noise - the national standard for predicting road traffic noise), enabling a like-for-like comparison. Specific meteorological conditions have been assessed.	Agreed.
4	Design and Engineering Standards Height of overbridges	Clarification is required on actual height of bridges above existing ground level. The Potton Road and Hilton Road bridges appear to be up to 2	There is scope for refinement at detailed design stage when exact structural options are determined. There will be opportunity for consultation	Under discussion.

¹ <http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010018/Events/Deadline%20%20/Highways%20England%20-%20HE-A14-EX-129%20Position%20Statement%20on%20Further%20Noise%20Mitigation.pdf>

		<p>metres higher than what is actually required with Potton Road at 11m; and Hilton Road bridge at 10.7m. More detailed engineering drawings are required and engagement at the detailed design stage.</p> <p>Highways England subsequently stated the additional height is due to the single span of the bridge across all six lanes with no central support.</p>	<p>and engagement during detailed design stage, at which stage there will be opportunities to comment on designs.</p> <p>At detailed design the elevation of side roads crossings will be minimised to reduce both impacts and costs. Please refer to Appendix B.</p> <p>In the meantime we will continue to discuss the height and appearance of structures with you.</p>	
5	Landscape and visual effects	<p>Concerns regarding the visual impact and appearance of structures along the route.</p> <p>Hilton Parish Council request to get the best mitigation possible for the people of Hilton.</p> <p>Hilton Parish Council also questions the rules and guidelines which Highways England contractors will have to work to.</p> <p>Hilton Parish Council are concerned about the impact of light pollution from high sided vehicles hence the wish for a higher barrier up to 4m in height.</p>	<p>In view of the concerns raised about visual impacts as the road passes Hilton (in particular relating to the Potton Road over bridge), a desk study has been undertaken to identify a proposed additional and representative viewpoint on the north edge of the village which places the overbridge clearly in view without intervening screening. It is to show the proposed scheme and the Potton Road bridge before construction and at year 1 and year 15 after construction.</p> <p>This viewpoint was shared with Hilton Parish Council and a site meeting was held with the Parish Council on 3 June 2015 to assess the suitability of this and potential alternative viewpoints suggested by the Parish Council. The Parish Council concurred that Highways England's proposed viewpoint is suitable for an additional photomontage.</p> <p>The photomontages from the agreed viewpoint can be found within Highways England's Response to the First Written Questions</p>	Under discussion.

			<p>Report 9: Landscape and Visual Effects, Applicant reference HE/A14/EX/36², PINS reference REP2-010.</p> <p>The response to WQ1.9.7 is on pages 18-20 of the document and the photomontages are within the appendices at pages 40/41.</p> <p>The additional photomontage confirms and illustrates the findings of the ES visual impact assessment and demonstrates that there would be a moderate adverse visual effect during construction and in year 1 including views of traffic on Potton Road bridge. This reduces to a slight adverse effect by year 15 as mitigation planting establishes.</p> <p>The headlights of high sided vehicles would be lower than 2 metres, although occasional vehicles would have lights on the upper parts of the vehicle these are less obtrusive and would be largely concealed by mitigation planting in the long term.</p> <p>Furthermore, it is not proposed to light the mainline A14 adjacent to Hilton, nor Potton Road nor Hilton Road, the side road crossings near Hilton.</p>	
6	<p>Landscape and visual effects</p> <p>Additional Photomontage 14 provided in response to ExA's First</p>	<p>Concerns regarding Photomontage 14 (provided in Highways England's response to ExA's First Written Question 1.9.7) where elements of the landscape appear smaller.</p>	<p>The photomontage was undertaken in accordance with the methodology provided in ES Appendix 10.7 Detailed methodology for the production of zone of theoretical visibility and photomontages. The viewpoint chosen was agreed on site with</p>	<p>Not agreed.</p>

² <http://infrastructure.planningportal.gov.uk/wp-content/uploads/projects/TR010018/Events/Deadline%202/HE-A14-EX-36%20ExAQ1%20Report%209%20Landscape%20and%20Visual%20Effects.pdf>

	<p>Written Question 1.9.7.</p>	<p>There appears to be little difference between the year 1 and year 15 views. Commented that it is hard to discern the bridge and vehicles.</p> <p>Having received the A3 prints from Highways England, Hilton Parish Council still hold the view that they are not representative of the true visual effect of the new road.</p> <p>It may be the view chosen flatters the new road or there is some inaccuracy with the modelling.</p>	<p>representatives of Hilton Parish Council. Photomontages are for illustration purposes only; assessments of visual impact are undertaken in the field.</p> <p>The plans are correct and to scale at the paper size of A3. The plans should therefore be printed at A3, not A4. Highways England have sent several sets of the plans to the stakeholder at the correct paper size of A3.</p> <p>This is partly a result of viewing at the incorrect paper size of A4. The bridge and road constitute a small part of the wider view due to the intervening distance of circa 1,000m, hence it is quite small in the photomontage.</p> <p>Highways England also provided an A3 sheet which mounts the year 1 and year 15 photomontages together.</p>	
<p>7</p>	<p>Landscape and visual effects Headlights</p>	<p>Concerns regarding headlight glare from vehicles approaching the village crossing and coming down from Potton Road and Hilton Road over-bridges.</p> <p>The Highways England response does not allay our concern.</p> <p>Although there would be fewer vehicles at night the visual impact will be greater.</p> <p>We cannot see how the proposed lighting scheme could address the problem of elevated night time traffic crossing the bridges.</p>	<p>Details of the proposed lighting are provided in Chapter 3 (Description of the scheme) of the ES (doc 6.1).</p> <p>The visual impact assessment reported in Chapter 10 of the ES assesses all elements of the view - lighting, signs, gantries and traffic day and night, but does not separate day and night time effects.</p> <p>In general terms if traffic can be seen during the day then headlights would be seen at night and both would have an effect – in most instances the day time assessment would be the worst case. For example on a length of road during the day the bulk of the traffic would be visible and at night just</p>	<p>Not agreed.</p>

			<p>the headlights would be visible. Also as a general principle night time receptors with views of headlights could be considered to be less numerous and less sensitive, and therefore the significance of effect is reduced – for example users of rural public rights of way are unlikely, and the majority of residents would be indoors with lights on and curtains drawn.</p> <p>Headlight glare from vehicles travelling southwards on the two bridges would be greatest when viewed head on, i.e. from the road itself. There would also be oblique views which in due course would be mitigated by woodland planting on the bridge embankments where not already intercepted by existing vegetation.</p> <p>The effects would be potentially greater at Potton Road bridge due to straight alignment of the approach road, whereas there is a double curve in the approach road to the Hilton Road bridge which combined with embankment planting could have greater mitigating effect for head on views which would be shorter.</p> <p>There may be opportunities for suitable fencing to be incorporated into guard railings/parapets on either side of the road to reduce headlight glare. This would be looked into as an option during detailed design.</p>	
8	Air quality and Emissions	Clarity is required with regard to whether the scheme needs to respond to new air quality	The Supreme Court's judgment relating to the application made by ClientEarth has no effect on	Not agreed.

	<p>Air quality standards</p>	<p>standards in light of the recent high court judgement.</p> <p>As the new plan to meet the nitrogen dioxide requirements is not yet complete how do Highways England know that the current scheme will comply?</p> <p>In Hilton Parish Council's view, it is not acceptable to average out the benefits of moving the A14 from Fenstanton, Hemingfords et al against disadvantaging relatively small populations of Hilton Village or Conington.</p>	<p>the proposed scheme. The judgment required the UK to prepare a new plan to meet the limit values for nitrogen dioxide. This plan is required because the UK had not complied with the limit values by the due date required by the Air Quality Directive. The UK must now prepare this plan by the end of 2015. This plan must show that the UK will work to meet the limit values in as short a time as possible and will address how to reduce nitrogen dioxide concentrations in areas that are currently above the limit value.</p> <p>The assessment of the A14 scheme (including cumulative impacts) has shown that there are no risks to compliance with the air quality limit value in the opening year or any future year, this would not affect the revised plan that is required to be prepared as a result of the Supreme Court's judgment in the Client Earth case. With the use of World Health Organisation limits the scheme would be within the requirements.</p> <p>For further information on this, please refer to the response provided to question 1.1.15 of the Response to the First Examining Authority Questions – Air Quality and Carbon Emissions report submitted to the Planning Inspectorate on 15 June 2015 (applicant reference HE/A14/EX/28, PINS reference REP2-002).</p>	
<p>9</p>	<p>Design and Engineering Weight limits and through traffic</p>	<p>A weight limit along the B1040 is required to prevent HGV through traffic in Hilton.</p> <p>Hilton Parish Council acknowledge the Highways England statement that should</p>	<p>The County Council are the local highways authority responsible for weight limits.</p> <p>It was agreed at the meeting on 15 September that Highways England will continue to discuss the issue of weight limits</p>	<p>Under discussion.</p>

		<p>through traffic increase through Hilton that corrective traffic calming schemes will be funded by Highways England, not the local authority. We would like this statement confirmed.</p>	<p>and through traffic with Hilton Parish Council in conjunction with the County Council.</p> <p>At deadline 9 Highways England published a progress report³ on discussions regarding post scheme monitoring of traffic on local roads and mitigation (Applicant ref. HE/A14/EX/147, PINS ref. REP9-022).</p> <p>Highways England can confirm that post scheme monitoring of traffic will be carried out on Graveley Way.</p> <p>Paragraph 1.1.5 of report agrees to implement traffic monitoring, with both baseline and post opening surveys, together with a number of control sites to monitor background growth. If monitoring shows that there is a significant adverse impact due to the A14 in excess of that predicted by CHARM3a + LIT + S2 forecasts, Highways England will consult with Cambridge County Council and relevant local authorities, with respect to reasonable and appropriate mitigation, and will fund such mitigation as is reasonably agreed, to the extent that it is needed to mitigate an impact of the A14 improvement scheme.</p>	
10	<p>Landscape and visual effects - Gantries</p> <p>Light pollution</p>	<p>If gantries are going to be illuminated it is requested that these be 'blinker' to minimise light pollution.</p>	<p>Gantry mounted direction signage would be illuminated with LED units mounted into the structure. They would be focused with a tight distribution that can be adjusted on site (shields</p>	<p>Not agreed.</p>

³ <http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010018/Events/Deadline%209%20/Highways%20England%20-%20HE-A14-EX-147%20Progress%20report%20on%20discussions%20regarding%20post%20scheme%20monitoring%20of%20traffic%20on%20local%20roads%20and%20mitigation.pdf>

			<p>and louvres can also be used to control the spread). Where the signs form an irregular shape (meaning the lighting may be passing through or over the sign), blanking backing plates can be provided to make the structure into a rectangle.</p> <p>For gantry mounted variable message signs there would be limited spillage of light. LEDs are set in narrow cones to limit the visibility of the message and should only be seen from one carriageway.</p> <p>Gantries for advanced signs are used when it is thought that there is a risk of verge mounted signs being obscured by other traffic. They are used for dual carriageways with three or more lanes, and where there is a high percentage of HGV traffic, both of which are relevant to the A14 scheme.</p> <p>Please refer to section 5 and 6 of the Design Manual for Roads and Bridges (DRMB) TD 18/85, found at the following link, for further information http://www.standardsforhighways.co.uk/dmr/vol9/section1/td1885.pdf.</p> <p>This is a detailed design issue and we will continue to discuss it through the detailed design stage.</p>	
11	<p>Transportation and Traffic</p> <p>Traffic congestion</p>	<p>There is concern that a bottle neck will be created where the southern bypass reduces from three lanes down to two lanes at Brampton</p>	<p>The number of lanes on each section of the mainline carriageway has been carefully considered to ensure that sufficient capacity is provided for the forecast traffic flows. Analysis of the forecast traffic figures on the proposed Huntingdon Southern Bypass (travelling westbound towards Brampton Interchange), indicates that a high proportion of the mainline flow would leave the</p>	<p>Not agreed.</p>

			<p>carriageway to join the A1 northbound, therefore there is no requirement to continue three lanes northbound on the A14 from this point. Similarly, a high proportion of traffic would join the A14 from the A1 southbound, requiring an increase from two to three lanes on the A14 eastbound carriageway at this location. It is proposed to continue three lanes on the A14 mainline from the Huntingdon Southern Bypass through Swavesey Junction; there is no lane reduction proposed at this location.</p>	
12	<p>Other matters</p> <p>Climate change agenda</p>	<p>The government's climate change agenda is contradicted by the building of more roads, clarification required as to whether alternatives options have been explored i.e. rail networks.</p> <p>If this response from Highways England is to be considered valid and only marginal gains can be achieved by upgrading the rail network then the shift of goods traffic from road to rail as a concept is flawed, this we all implicitly know is not correct.</p> <p>Highways England have told Hilton PC that the A14 scheme has not been modelled or accurately assessed in conjunction with other transport schemes such as the Felixstowe to Nuneaton rail improvements and the new A428 upgrade.</p> <p>We remain unconvinced that building more roads is an intelligent way to deal with the UK's transport requirements. Highways England's application does not comply with the</p>	<p>As confirmed by Highways England during the SoCG meeting, research has shown that an upgrade of the rail network would only marginally reduce the number of vehicles on the road.</p> <p>The A14 scheme is already part of a multi-modal solution including alternative transport modes such as rail freight links. In 2011 the Department for Transport commissioned the A14 Study to look at multi-modal transport solutions in response congestion in the trunk road corridor between Huntingdon.</p> <p>It identified a range of interventions, which comprised a public transport package, a rail-freight package and a road package. It concluded that packages in isolation would not solve the problems but that all packages were needed.</p> <p>The freight package aimed to reduce HGV traffic on the A14 by encouraging a transfer of freight movements from road to rail. This centred on traffic moving between the Haven Ports and the Midlands. It</p>	<p>Not agreed.</p>

		<p>government’s objectives outlined in the government’s objective outlined in the 2007 Rail White Paper which led to funding of the Strategic Freight Network (SNF).</p>	<p>also concentrated on measures for improving the Felixstowe to Nuneaton route to achieve shorter journey times and to enable longer trains and additional freight paths to be introduced. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11 per cent, which would offset 60 to 80 per cent of the forecast growth in HGV traffic on the A14 between 2011 and 2031. Rail freight proposals within the A14 Study have either been completed or are programmed to be carried out within the current control period which runs until March 2019.</p>	
13	<p>Economic and social effects</p>	<p>It is felt that Hilton is the ‘biggest loser’ of the villages affected by the scheme.</p> <p>Hilton Parish Council have been told in a public meeting by the design team from Jacobs that Hilton will be ‘a big loser’ if the A14 scheme remains in its current form.</p>	<p>Highways England notes Hilton Parish Council’s concern and will continue to have discussions with the parish council about the scheme concerning detailed design.</p>	<p>Not agreed.</p>
14	<p>Noise and Vibration</p>	<p>That further consideration should be given to noise mitigation.</p> <p>Moreover, that the conclusions reached in the deadline 9 submission (HE/A14/EX/145) are not agreed in respect of the lack of provision of very low noise surfacing and lack of mitigation by way of a barrier.</p>	<p>Highways England responded to Hilton’s submission at deadline 8 (applicant ref. HE/A14/EX/145⁴, PINS ref REP09-020).</p> <p>The conclusion to Highways England’s position statement on further noise mitigation, (Applicant ref. HE/A14/EX/129, PINS ref REP8-023) reported that the use of very low noise surfacing or a 2m high noise barrier option is not sustainable.</p> <p>It clearly follows that a 4m</p>	

⁴ <http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010018/Events/Deadline%209%20/Highways%20England%20-%20HE-A14-EX-145%20Comments%20on%20Deadline%208%20Submissions.pdf>

			<p>high barrier would not be justified given that, as evidenced in this report:</p> <ul style="list-style-type: none"> • A 4m barrier would provide no noise reduction benefit in comparison to a 2m high barrier option; and • The significant additional costs associated with a 4m high barrier. <p>A number of actions were agreed to progress this issue; namely that:</p> <ul style="list-style-type: none"> • A sensitivity test will consider the effects of a 4m barrier which extends beyond an unlimited boundary beyond the village of Hilton, in order to understand the impact of wider ‘edge effects’ on noise in the village using the ISO9613 prediction method; • A combined assessment of the noise impacts at Pear Tree Close and Hilton to identify if there are in combination effects; • Highways England’s noise experts are willing to meet to further examine the noise assessment model; and • Highways England representatives are open to further engagement with SBS Limited if Hilton Parish Council wish them to do so. 	
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4 Agreement on this SoCG

This Statement of Common Ground has been jointly prepared and agreed by:

Name:

Signature:

Position:

On behalf of: Highways England

Date:

Name:

Signature:

On behalf of: Hilton Parish Council

Date:

5 Appendix A – Relevant representation

We believe that Hilton will be significantly, and adversely, affected by the construction and operation of this proposed new road. Our detailed representations will cover, inter alia, the following matters:

- The consultation process, which lacked transparency and did not, in our view, comply with the Planning Act 2008.
- During the consultation process, HA/Jacobs referred to Hilton being “one of the losers” in the A14 project yet there were few references to Hilton in the DCO application and not a single change to the proposals in response to Hilton’s representations.
- The lack of value for the use of public money in creating a new road when existing roads could be enhanced (including the A428 upgrade) without further destroying the local countryside
- The choice of route, which seems to have been pre-determined, and why it must pass so close to Hilton. (Volume 7.1 Case for the Scheme) adds nothing to our understanding of this matter.
- The design, which calls for the road to be elevated by 3 metres as it passes Hilton, with bridges being as high as 9 metres.
- The lack of effective measures to mitigate ongoing traffic intrusion, including rat-running, and visual, noise, air quality and night time light pollution.
- The lack of detail in the available documentation particularly defining mitigation measures, traffic modelling and environmental impact.
- The construction phase which, without mitigation, will bring intolerable levels of heavy goods vehicles through the village.
- The lack of any consideration of the intrusion by the scheme into the existing tranquil nature of Hilton Village and of the historic and architectural assets of the village with the resultant reduction in Quality of Life for the residents and in contradiction to a stated objective of creating a positive legacy for the residents of Hilton (# 3.6 Volume 7.1 Case for the Scheme).

6 Appendix B – Bridge height requirements

As set out in Highways England's response to the First Written Questions, Question 1.9.9, the majority of the new bridge structures on the scheme, including those on the Huntingdon Southern bypass section, are similar in nature and have been developed as a family of structures known as the 'Standard Overbridges'.

Preliminary design of this family of structures has been carried out with key consideration to the impact on the landscape, which is predominantly flat and open rural in nature. Solutions with 'open abutments', with small bankseat abutments, allowing the slopes of the approach earthworks to extend below the bridge deck, have been preferred as they are less visually obtrusive. A three span arrangement has been chosen as this is more visually appealing and avoids maintenance issues with a two span arrangement with pier in the A14 central reserve.

At detailed design the elevation of side roads crossings will be minimised to reduce both impacts and costs.

The typical height of an overbridge is 11.2 metres above ground level, this height is a summation of the following requirements:

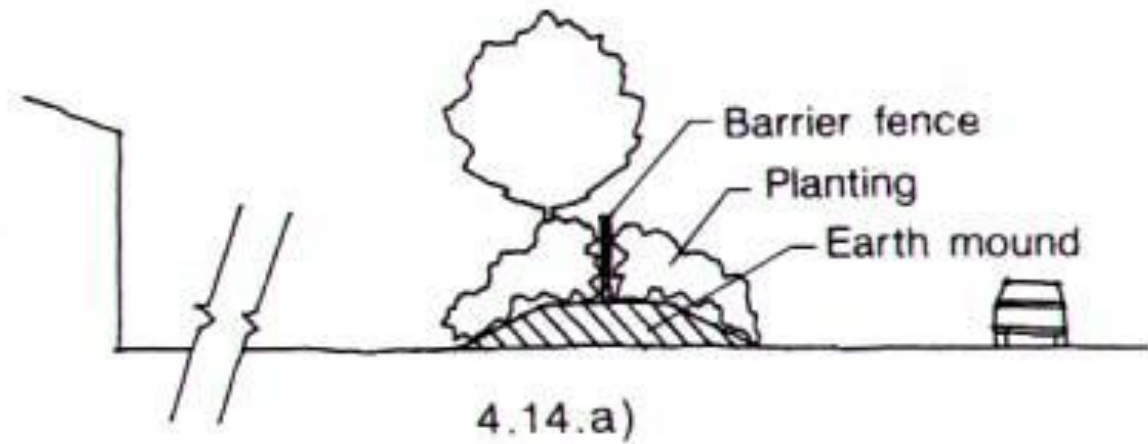
1. The height of the mainline above ground level is driven by drainage requirements;
2. A 5.3 - 5.7 metre headroom is required under the bridge to accord with design standards (this depends on the structures impact resistance, so the scheme uses 5.7 metre structure to keep structure options open);
3. A structural depth of 2.0 metres is typically required (dependent upon the structure type and span);
4. Allowance for construction on bridge;
5. Allowances for road crossfall, gradient, construction and settlement etc.

The calculation is therefore as follows:

- $3\text{m} + 5.7\text{m} + 2\text{m} + 0.5\text{m} = 11.2$ metres above ground level.

7 Appendix C – Environmental barrier example

Design Guide for Environmental Barriers (2001)⁵.



⁵ DfT. (2001) **Design Guide for Environmental Barriers** [online] available at:
<http://www.standardsforhighways.co.uk/dmrb/vol10/section5/ha6594.pdf>

8 Appendix D – Noise Modelling Update

To follow