

**From:** Stephen Walsh [<mailto:swalsh@unex-group.co.uk>]  
**Sent:** 21 May 2015 16:42  
**To:** A14 Cambridge to Huntingdon  
**Cc:** Office  
**Subject:** FW: A14 Cambridge to Huntingdon Improvement Scheme - TR010018 Submissions in Accordance with Deadline 1 F.A.O. Nicholas Coombes

Dear Mr Coombes,

Your reference: TR010018  
Kings Hedges Investments Limited's Unique Reference Number: 10030412

Here is a further copy of my submission below but including our reference number.

Regards, Stephen Walsh.

**From:** Stephen Walsh  
**Sent:** 18 May 2015 11:16  
**To:** 'A14 Cambridge to Huntingdon'  
**Cc:** Office  
**Subject:** RE: A14 Cambridge to Huntingdon Improvement Scheme - TR010018 Submissions in Accordance with Deadline 1 F.A.O. Nicholas Coombes

Dear Mr Coombes,

We would like to suggest that the accompanied site visit should include a visit to the Orchard Park development to the North of the A14 where the A14 passes Cambridge ( between the Histon and the Milton interchanges ).

Kings Hedges Investments Limited ( "KHIL" ) is the freehold owner of land at the Eastern end of the Orchard Park development. The area in question is shown, for example, on the applicant's drawing number A14-ARP-ZZ-00-DR-Z-00128 Rev.0 ( Land Plans Regulation 5 (2)(i) Sheet 28 of 40 ). Highways England are proposing, under the Order, to compulsorily acquire two parcels of KHIL's land, namely parcels 28/5 and 28/6.

The Orchard Park development is a residentially led mixed-use scheme the majority of which is complete and occupied but it also includes sites which are still within the planning process.

We believe that it will be important for the panel to view the A14 from within Orchard Park and to see, for example, how close the existing and proposed residential development is to the current steep embankment / acoustic barrier.

The application drawings do not make it clear just how close the A14 is to the adjacent dwellings in this location. Sheet 10 of 11 of the illustrative cross sections ( which forms part of Figure 3.3 in Volume 2/6 of the Environmental Statement ) totally omits the adjacent housing despite the fact that the section is drawn sufficiently widely to encompass it.

This is arguably the part of the route closest to any residential development.

A site visit by the panel will allow them to appreciate the impact on the residential properties of the following;

1. Any relocation of the existing acoustic barrier.

2. Any reconfiguring of the existing embankment.
3. The visual intrusion of the proposed gantry.
4. The proposed public right of way for non-motorised users.
5. The noise and air quality issues ( bearing in mind that the existing acoustic barrier only provides a degree of protection to habitable rooms which are lower than the top of the barrier ).
6. The proposed land take.

We trust that the panel will agree that an accompanied site visit to this location is justified.

With regards the panel's question concerning a status report on negotiations in respect of the proposed compulsory acquisition of KHIL's parcels of land, there have been no negotiations whatsoever. On 30<sup>th</sup> October 2014 the Highways Agency issued a standard letter advising, in general terms, of the proposed acquisition of land along the route. The letter stated that "our representatives are currently engaging in discussions with owners" but no contact has been made with us.

Regards, Stephen Walsh.

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