

## **In response to The Highways reply to my written representation of 16<sup>th</sup> June Deadline**

### **73.2 Biodiversity and ecological conservation**

- 73.2.1 Quoting Chapter 11, paragraphs 11.5.107 to 11.5.152 of the Environmental Statement does not address the loss at Friesland Farm. What price do you place on the loss of hearing and seeing Turtle Doves.
- 73.2.2 East Anglia is awash with Seeds and Grains all Summer long. Other Pigeons and Doves are all doing fine! Why? Because they are able, in my observation, to nest in Hedgerows that are flailed every year. Whereas, Turtle Doves prefer protruding branches of Hawthorn with little concealment. The affect on these Birds at Friesland Farm would not be neutral, but highly detrimental.
- 73.2.3 Turtle Doves are Hedgerow nesting Birds and not Woodland Birds so this 83ha of proposed woodland planting should not be compulsory take from the Land Owners who rely on that land for their lively hoods. I would question the legality of taking land compulsorily for 'wildlife'. I don't think that EU Law allows member states to do this! I am also concerned that this so called 'woodland' will become wasteland full of rubbish and vermin like most other Highways 'environmental areas'.

### **73.3 Compulsory Acquisition**

There are many Roads in the UK where adjoining Roads run parallel to each other with only a two metre gag between them, with suitable crash barriers and lollipop type anti dazzle barriers. So it is unnecessary for the Highways to propose to take a massive 25 metre wide piece of land from Friesland Farm and also my neighbours either side. Just to allow it to become a haven for Highway rubbish and vermin! I would like to meet with the Contractor Engineers to discuss this matter properly.

- 73.3.37 To date, I have had no correspondence from The Highways Agency to which I can respond to. I am very much in the dark as to their plans!
- 73.3.10 The proposed Dual Swale Dykes across Friesland are both unnecessary and the Highways have not come up with any calculation to justify either of them.

### **73.4 Design and Engineering Standards**

- 73.4.2 What exactly do you mean by "would operate without significant levels of congestion"? Please could you explain and give figures of what is "without significant levels of congestion" compare to what is "significant levels of congestion"?

- 73.4.3 Would it be possible to draft out and super impose my design and with computer modelling see it working and compare this to your proposed design and the designs you have looked out?

Would this excess of £12 million be worth it? Would it work out at £5-600 per head of population in the Huntingdon area? Aren't the people from Huntingdon worth this little extra expenditure?

- 73.4.6 Look forward to negotiations to improve access track all round.

### **73.5 Noise**

- 73.5.1 - Careful design of the alignment and cuttings is of no use in a flat fenland situation  
- The use of low noise road surfacing is only temporary as the road surfaces are resurfaced every few years which may not be low noise surfacing  
- Landscaped earthworks, 73.5.3 says they are removing my earth bunding.
- 73.5.3 My earth bund is actually 2.5 metres high and NOT 0.5 metres high, so whoever has said this 0.5 metres, has not measured it!
- 73.5.4 Engineering practicability, it is very feasible to build in a 3.5 metre high earth bunding.
- 73.5.5 The compensation process is to leave a land owner no worse or better off than when the scheme was begun. Highways response of wanting to refuse to confine the noise levels to behind an earth bank is unspeakable! And I would certainly like to know who the individual is who has written this! An earth bunding would also protect the adjoining Land Owners from the continuous onslaught of Highway rubbish and straying vehicles.

### **73.6 Water Issues**

- 73.6.1 This reply is nonsense. Keeping the original culvert stopped up is just continuing the problem created by the Highways back in 1980!
- 73.6.2 This reply clearly reveals that whoever has written the Highways reply to my written representation has not studied my Water Flow Map Plan 3 which does not speed up water flow, but allows it to meander along it's age old traditional route to Covilles Drain below the Village of Fen Drayton.