

Summary of Statement made by G Gredley at The Issue Specific Hearing of 16th September 2015 made on behalf of Landro Group and Hinchingsbrooke Water Tower Limited (HWT Ltd) (Registration ID Number 10030978)

Application by Highway England for an Order Granting Development Consent for the A14 Cambridge to Huntingdon Improvement Scheme

Reference:

Land North of the Brampton Road, Huntingdon currently incorporating The Elevation Public Car Park, Redundant Water Tower and Reservoir

I wish to document my comments made from the public gallery during the ISH of the 16th September 2015.

Under item 5: *Sufficiency and routing of provisions for non-motorised users*, I raised the issue of the Station Parking and the consequences of the scheme to this and the resultant impact to Non Motorised users of the Brampton Road Bridge.

The combined loss of existing car parking from the Station and our lands will result in a shortfall of some 500 spaces to commuters seeking to park either at The Station or Elevations. The loss of available land and planning restriction to the retained railway lands east of the station will mean a rapid expansion of the West Side Car Park post scheme. Networks Rail have in place powers under their Railways Permitted Development Rights to erect Decked Parking on the west side car park.

Two issues arise:

- 1) The existing Brampton Road is two lanes wide yet the Applicant has provided a third continuous Stacking Lane into The West Car Park, Elevation site and Burrows Drive. The resulting widening of The Brampton Road, at this point, will result in a loss of Public Footway and or Cycle way to either one or both sides of the Highway over the Bridge and therefore strengthens the case for a new Pedestrian Foot Bridge. The inevitable expansion and doubling of users into the west side car park greatly enhances the need to locate this bridge to serve not only pedestrians using the highway but patrons using the car park.
- 2) The loss of 300 spaces from Elevations and 162 spaces from the East Side Station Car Park will see the number of parking spaces available in the west side increase to over 1000. Potentially equating to over 70% of rail commuters who will seek to park within the station; enter the west car park.

Consequently the Brampton Road access will in practice terms become the real Station Entrance and; if one compares the provisions made for the new station access, designed to accommodate 30% of the total station

parking traffic then the proposals for Brampton Road are inadequate. The point is also made by Network Rail. In his letter dated 23rd February 2009 (attached), when responding to the LPA's enquiries concerning the railways increasing the parking in the west side, under the PD rights; Mr Rivero identifies the Highway Authority recognizing a new access will be required when; "the A14 proposals are carried out"

I appreciate my comments are recorded in your Audio Files and trust the Inspector will seek further clarification from the applicant on these issues.

Yours Sincerely

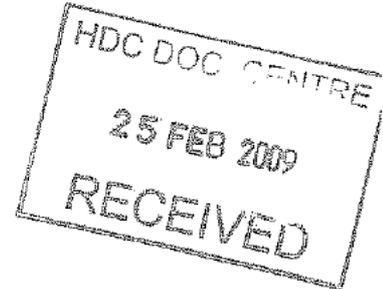
Guy Gredley

Encl; Network Rail Letter dated 23 Feb 2009



Network Rail
Floor 1B/46
George Stephenson House
Toft Green
York YO1 6JT
Tel : 01904 389678

Elizabeth Fitzgerald
Principal Planning Officer
Planning Department
Huntingdonshire Council
Pathfinder House
St Mary's Street
Huntingdon PE29 3TN



23rd February 2009
Our ref:TP/LNE/2006-022

Dear Elizabeth,

Huntingdon Station Car Park

Thank you for your letter of 18th December last in relation to the works to extend the car park at Huntingdon..

Firstly I can confirm that the layout of the parking spaces is as standard, viz. 2.4m x 4.8m long parking bays. Circulation routes are 6m wide. Palisade fencing (1.8m high) is to be utilised on the boundary. A revised general arrangement plan (C1438/200/030) is enclosed for your information. Pedestrian routes are only detailed within the extension as the scheme remit is only for this element of the car park (the current proposals also do not detail provisional blue badge spaces). They will dovetail into existing arrangements for pedestrian flow.

Secondly the comments relating to the traffic impacts of the development have been considered previously in a transport assessment (enclosed). As can be seen the only impact is in terms of queues from the car park into Brampton Road. Since this is on private land and has no bearing on the flow of traffic on Brampton Road the question of impact is limited.

Furthermore, and at the request of the Council and the Highways Authority the report goes on to indicate that a revised access can be provided if and when the A14 proposals are carried out, but the extension in itself will not have a detrimental impact on highway safety and operation.

Yours Sincerely


Tony R Wero
Senior Town Planner LNE