

From: Bell, Stuart (Transportation) [<mailto:Stuart.Bell@huntingdonshire.gov.uk>]
Sent: 07 October 2015 17:40
To: A14 Cambridge to Huntingdon
Cc: Bland, Paul (Planning)
Subject: Examination of application by Highways England for an Order granting Development Consent for the A14 Cambridge to Huntingdon Improvement Scheme

Dear Mr Coombes,

The following is a further Examination Statement by Huntingdonshire District Council relating to;

Huntingdon Station Car Park Report. TR010018 HE/A14/EX/170.

The Council has noted the submission of this report to the Examination by Highways England.

The District Council has responded to the Examination at Deadline 10 of 28th September 2015 in relation to Post Hearing comments. Part of these comments were the relationship between Huntingdon Viaduct and the Huntingdon West Area Action Plan, of which linkage to Huntingdon Rail Station is part thereof. The Examining Authority will be aware of our position relating to Huntingdon Rail Station as contained within our originally submitted Written Representation and as contained within the current draft Statement of Common Ground between Highways England and the District Council.

The Council has noted the submission of this current document (HE/A14/EX/170) to the Examining Authority as part of Deadline 10. The Council has not had the opportunity to consider this report as a Tier 1 Stakeholder as the applicant has not consulted the Council on the contents of the report prior to its Deadline 10 submission. Given the current position of the Council relating to Huntingdon Rail Station, the Council considers that it needs to comment on a number of factors contained within the report as follows for the consideration of the Examining Authority;

1. At Sec's. 3.3.1 and 4.3.5 , the applicant outlines the position relating to the 'Elevations' car park, located to the north of Brampton Road. In Section 3.3.1, it states that 'it is understood that the land owner has ambitions to develop the land (within which the car park is located) although no formal plans have yet been submitted. The Council considers that this statement is misleading as it fails to recognise that the land in question is formally allocated as an Employment allocation and the site of an existing planning consent for a water tower office conversion under the terms of the approved Huntingdon West Area Action Plan (HWAAP). This is covered in our Deadline 10 response and we would draw the Examining Inspectors attention to this. For completeness, the link to the HWAAP is as follows:

<http://www.huntingdonshire.gov.uk/SiteCollectionDocuments/HDCCMS/Documents/Planning%20Documents/PDF%20Documents/Local%20Development%20Framework/HWAAP%20Adopted%20Complete.pdf>

2. You are also in receipt of a Deadline 10 representation made by the Landro Group, relating to the Elevations car park which they own and operate. In this representation, the company outlines the loss of the Elevations car park as a result of its redevelopment of (1) above. It is therefore the view of the Council that report HE/A14/EX/170 is fundamentally flawed because rather than this report highlighting available capacity within Elevations car park post-Viaduct removal, what the report should be highlighting is the likely loss of the entire availability of this car park and the greater loss of rail commuter car parking, unless suitable replacement car parking is provided.

3. Throughout the report, Highways England highlights available capacities of existing town centre car parks to accommodate car parking demand arising from the loss of overall parking provision within the rail station as a result of the scheme. The Council would ask the Examining Authority to consider the suitability of car parks within Huntingdon Town Centre as quoted in Appendix 1 to address the shortfall of car parking to serve rail commuters as a result of the loss of car parking from the scheme. The Council fully accepts that rail commuters have the ability to use these pay & display facilities within the Town Centre under the Terms & Conditions relating to how these car parks are operated but it would ask that given that these car parks are primarily provided for those living or working within Huntingdon Town Centre, whether it is reasonable or not to highlight current spare capacity within these car parks for the use by rail commuters on a regular basis? Likewise, given the distance between the rail station and these car parks, the Council also questions whether the regular use of these car parks is a realistic alternative for rail commuters based on the loss of overall parking at the rail station as a result of the scheme?
4. The Council is aware that the applicant has undertaken recent discussions with Network Rail regarding the proposed scheme and the impact on the rail station. Likewise, the Council can confirm that it has received preliminary enquiries from Network Rail regarding potential decked car parking options within the Rail Station (West) car park, similar to discussions it had with Network Rail in 2010. While the Council welcomes those enquiries, in accordance with our Written Representation and our current draft Statement of Common Ground, we remain of the view that to maintain the viability of the rail station and to provide appropriate levels of commuter car parking, that the applicant has not, and is still not, addressing the fundamental issue of ensuring that the rail station and its needs to ensure future sustainability are being properly considered. The Council considers that this is a fundamental issue not addressed by the applicant and due to the errors contained within report HE/A14/EX/170, that due weight is not being given to the impact of loss of parking at the rail station.
5. The Council is also aware that the applicant is also indicating on the General Arrangement Regulation Drg. No. A14-JAC-ZZ-HT-DR-Z-01002, that within Brampton Road, that right-turn lanes are proposed for access to the Network Rail (West) car park and also for the Landro land-holding (currently Elevations car park), as well as to Burrows Drive. Due to a lack of detail supplied by the applicant in relation to this element, the Council remains to be convinced that, given the proximity to the rail bridge structure and with seemingly no adjustment to footpath/cycleway widths, that such a road layout can be accommodated within the existing carriageway width? The Council considers that this remains a fundamental design issue still to be clarified relating to the safe operation of the vehicular access to the Network Rail (West) car park, the Landro land holding and Burrows drive and that, given the design questions posed to the applicant by the Ex. A. at the Issue Specific Hearing on Detailed Design on 17th September 2015 relating to the overall road layout at the Brampton Road rail bridge, we would request the Examining Inspectors to request the applicant to clarify its exact intentions at this location relating to overall road design.

In conclusion, the Council confirms that, as a Tier 1 stakeholder, it still wishes to conclude discussions relating to the overall impact of the scheme at Huntingdon Rail Station to the satisfaction of all parties and would encourage the applicant to engage with the Council, the County Council and Network Rail in order to agree a mutually agreeable solution to address our notable concerns.

Yours sincerely

Stuart Bell

Transport Team Leader
Planning Policy Team
Corporate Delivery
Huntingdonshire District Council
Pathfinder House St Marys Street
Huntingdon PE29 3TN

Tel. 01480 388 387

stuart.bell@huntingdonshire.gov.uk



 Before printing, think about the environment