

A14
**Cambridge to Huntingdon
improvement scheme**
Development Consent Order Application

HE/A14/EX/182

TR010018

HE/A14/EX/182

Highways England Response to Deadline 11 Submissions

October 2015

The Infrastructure Planning (Examination Procedure) Rules 2010

A14 Cambridge to Huntingdon improvement scheme

Development Consent Order Application

Comments on Deadline 11 Submissions

1.1 Debra Woolfall

Interested Party	Written Representation	Highways England Comments
Debra Woolfall	<p>Compensation</p> <p><i>Mrs Woolfall raises concerns as to the effect of the Scheme on her property and that compensation may not be possible.</i></p>	<p>Mrs Woolfall and her property are identified in Part 2B of the Book of Reference. As such, she is someone who has been identified as possibly being entitled to make a relevant claim under section 10 of the Compulsory Purchase Act 1965, section 152(3) of the Planning Act 2008, or Part 1 of the Land Compensation Act 1973. Highways England will be able to discuss these matters with Mrs Woolfall during detailed design, after the DCO is made (if it is approved).</p>

1.2 Huntingdonshire District Council

Interested Party	Written Representation	Highways England Comments
Huntingdonshire District Council	<p>Design/Traffic</p> <p><i>The Council has raised concerns in relation to car parking at Huntingdon Station following the Scheme.</i></p>	<p>Highways England will submit a full update on issues in relation to Huntingdon Station at Deadline 13.</p>

1.3 Tesco Stores Limited

Interested Party	Written Representation	Highways England Comments
Tesco	<p>Construction</p> <p><i>Tesco have raised concerns as to the effect of construction of the Scheme on their operations.</i></p>	<p>Highways England has commenced discussions with Tesco Stores Limited as to the effect of the Scheme on their operations, and will be in a position to update the Examining Authority on the status of discussions at Deadline 13.</p>

1.4 National Farmers Union

Interested Party	Written Representation	Highways England Comments
National Farmers Union	<p>Borrow Pits</p> <p><i>1) The NFU query whether the public interest test has been met for the compulsory acquisition of land for borrow pits.</i></p> <p><i>2)The NFU request that Highways England qualify the amount of gravel, sand and clay required from the Borrow Pits.</i></p>	<p>1) Highways England has set out its justification for the compulsory acquisition of land for the purposes of borrow pits in its response to the NFU's Written Representation (Applicant reference HE/A14/EX/53, PINS reference REP4-015) and in its summary of matters arising from the Compulsory Acquisition Hearings (Applicant reference HE/A14/EX/149, PINS</p>

	<p>3) <i>The NFU seeks clarity on whether Highways England are taking into account material being created by other Schemes such as HS2.</i></p>	<p>reference REP10-033). This includes an explanation of how the public interest test has been met.</p> <p>2) Highways England has provided a break down of the types of material required from the borrow pits in its submission at Deadline 9 (Applicant reference HE/A14/EX/136, PINS reference REP9-011).</p> <p>3) It is correct that some surplus excavated materials from HS2 scheme may have the appropriate engineering properties to be used as embankment fill for A14 scheme. However the route of HS2 is at its nearest point some 45 miles distant from the A14 scheme. Transportation of clay (or other low value general engineering fill material) over this distance is not economic nor sustainable. Transportation by rail would mean very inefficient triple handling of the material (road to rail to road) and transportation by road would be very expensive and slow In addition, while neither scheme has achieved the relevant planning permissions, it is not possible to tie them commercially, nor make one reliant on the other achieving consent in planning terms. In seeking development consent for the A14 scheme, Highways England is required to demonstrate that the A14 scheme is capable of delivery and that if development consent were granted, there would be no impediments to the implementation of the A14 scheme. In this context, the certainty afforded by Highways England's proposal to use borrow pits to</p>
--	---	--

		<p>secure appropriate materials to enable the delivery of the scheme is essential.</p> <p>Furthermore, construction of this Scheme is due to begin in Summer 2016, which is at least a year before construction of HS2 will begin as it is expected that the HS2 Hybrid Bill will not receive Royal Assent until the end of 2016 at the earliest and so main construction will not start until mid 2017. Any materials provided by that Scheme are therefore unlikely to be available at an appropriate point in time for the purposes of this Scheme.</p>
National Farmers Union	<p>Licensing of Agricultural Vehicles</p> <p><i>The NFU expresses its concerns that farm businesses will have to apply for licenses annually.</i></p>	<p>As set out in Highways England's summary of matters arising from the Compulsory Acquisition Hearings (Applicant reference HE/A14/EX/149, PINS reference REP10-033), and supported by Cambridgeshire County Council in its Deadline 11 submission (PINS reference REP11-005), licences for agricultural vehicles will only need to be applied for once, and will not need to be renewed. There is also no fee for the Licence.</p>
National Farmers Union	<p>Ecological Mitigation</p> <p><i>The NFU require evidence as to why it is necessary for the scheme to create 271 ha of habitat, and that there is no compelling case for the compulsory acquisition of land to provide it.</i></p>	<p>The case for the compulsory acquisition of land for the purposes of ecological mitigation is set out in Highways England's summary of matters arising from the Compulsory Acquisition Hearings (Applicant</p>

		<p>reference HE/A14/EX/149, PINS reference REP10-033).</p> <p>The explanation for why ecological mitigation is required for the Scheme is set out in Chapter 11 of the Environmental Statement (Applicant reference 6.1, PINS reference APP-342), and in the Explanation of Ecological Mitigation document submitted at Deadline 11 (Applicant reference HE/A14/EX/176, PINS reference REP11-011).</p>
National Farmers Union	<p>NMU Provision</p>	
	<p><i>The NFU question whether the NMU route between Fenstanton and Girton is essential for the Scheme.</i></p>	<p>Highways England has explained the necessity and effect of NMU provision for the Scheme within the Case for the Scheme, Transport Assessment, and Chapter 15 of the Environmental Statement (Applicant references 7.1, 7.2 and 6.1, PINS references APP-755, 756, and 346).</p> <p>Highways England has also explained the justification for the compulsory acquisition of land for NMU provision in its submission at Deadline 9 (Applicant reference HE/A14/EX/135, PINS reference REP9-010).</p>
National Farmers Union	<p>Code of Construction Practice</p>	
	<p><i>The NFU note the importance of the Code of Construction Practice.</i></p>	<p>Highways England has had extensive discussions with the NFU in relation to the Code of Construction practice, particularly on soil, drainage, and contamination issues. These have informed the revisions to the update to the Code submitted at Deadline 10 (Applicant reference HE/A14/EX/160,</p>

		PINS reference REP10-044). The details of these discussions will be incorporated into the Statement of Common Ground with the NFU that will be submitted prior to the end of the Examination.
National Farmers Union	Detailed Design	
	<i>The NFU request more detail on the detailed design stage and an explanation as to why a third party arbitrator would not be appropriate.</i>	Highways England has explained the detailed design stage for landowners and why a third party arbitrator is not appropriate in its summary of matters arising from the Compulsory Acquisition Hearings (Applicant reference HE/A14/EX/149, PINS reference REP10-033). Highways England confirms that land agents will be invited to the Landowner Forums convened to discuss specific scheme wide details and process around detailed design and construction. A note setting out the detailed design process for the Scheme in general was also submitted at Deadline 10 (Applicant reference HE/A14/EX/162, PINS reference REP10-046).
National Farmers Union	Consultation	
	<i>The NFU raise concerns as to the consultation with landowners in the west of the Scheme.</i>	Highways England sent a letter in October 2014 to all landowners inviting them to enter into early discussions and negotiations should they wish to in relation to compensation. Highways England have undertaken early discussions including the Valuation Office Agency and many landowners across the scheme both east and west. This is in addition to on-

		<p>going general scheme discussions and many design changes at the western end of the scheme where they are possible ahead of detailed design. The Valuation Office Agency has undertaken early meetings with 7 owners/agents of the major landholdings on the western end of the scheme. This is in addition to on-going dialogue to develop Statements of Common Ground with a large number of the landowners on the western end of the scheme as a means of focussing discussion to identify issues in order to help guide and develop the scheme design in a way that accommodates land owners' concerns as far as possible. Highways England continues to work with the landowners on this matter and has recently undertaken further meetings with landowners and their agents to help them understand the next stages and give clarity where possible on the compensation process and quantum that can be expected. Compensation discussions with some landowners are paused at the moment awaiting the value of recent land sales in the area to further inform the process. This includes borrow pit 5 where Highways England is working with all parties involved to help them manage and make difficult decisions about the future of the land, long term and short term.</p>
--	--	--