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**To:** [A14 Cambridge to Huntingdon \(A14CambridgetoHuntingdon@pins.gsi.gov.uk\)](mailto:A14CambridgetoHuntingdon@pins.gsi.gov.uk)  
**Subject:** FW: NFU Submission re A14 cambridge to Huntingdon improvement Scheme. Ref: TR010018  
**Date:** 28 February 2019 20:21:31  
**Attachments:** [NFU-Motorway amendment FINAL 28.2.2019.pdf](#)  
**Importance:** High

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**From:** Louise Staples  
**Sent:** 28 February 2019 20:18  
**To:** 'A14Cambridgetohuntigdon@pins.gsi.gov.uk'  
**Cc:** Hannah Padfield  
**Subject:** NFU Submission re A14 cambridge to Huntingdon improvement Scheme. Ref: TR010018  
**Importance:** High

Dear Sirs

Please find attached a submission from the NFU in regard to the proposed amendment by Highways England to change the new A14 from an A-road to a motorway.

If any further information is needed by PINS please do contact me direct.

Yours faithfully

Louise Staples

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**PLANNING ACT 2008**

**INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE)  
RULES 2010**

**SUBMISSIONS OF NFU REGARDING THE A14 CAMBRIDGE TO  
HUNTINGDON IMPROVEMENT SCHEME DEVELOPMENT  
CONSENT ORDER 201 [...]**

**PLANNING INSPECTORATE REFERENCE NO TR010018**

**SUBMISSIONS OF NATIONAL FARMERS UNION ON THE  
DEVELOPMENT CONSENT ORDER AMENDMENT TO MAKE  
THE A14 A MOTORWAY**

**DATE 28<sup>TH</sup> FEBRUARY 2019**

## **Introduction**

1. Highways England confirmed on the 23<sup>rd</sup> January 2019 that an application was submitted to Planning Inspectorate for a Development Consent Order amendment to amend the road status for the section of the new A14 between Ellington and Girton, and of the A1 from Alconbury to Brampton, from A- road to motorway.

2. Highways England has confirmed that they are not changing what is being built as the scheme design meets the current standards for a modern motorway. That the route and the junctions will stay the same.

3. **Change:** One of the changes highlighted is that farm vehicles which are slow moving will not be able to use the new road if it is given motorway status. It is stated that new roads have been built to accommodate local traffic which will now include farm traffic as part of the scheme. That there are alternative routes available to avoid the new A14 and the widened A1.

4. Further that access to farms and land is all from local roads and not the new A14.

5. Changing the status of the road from an A-road to Motorway with the restriction of no farm vehicles being able to use the new road will have a big impact on surrounding local farm businesses which in some cases will use the existing A14 and A1 every day.

6. **The Issues for Farm Traffic:** It is the northern section of the new road including the new A1M extension and the A14 from north of Buckden to Brampton Hut junction that will cause significant problems.

7. It is understood that the proposal is for farm traffic which would have travelled up the A1 from Buckden north to now use the B661 travelling west and to then travel north along a minor road through Grafham, Thorpe, Ellington Thorpe before joining the existing A14 at Ellington. It is then possible to travel from Ellington east along the existing A14 and at the Brampton Hut junction travel north again along a service road which has been built to reach Alconbury.

8. The issues with this proposed route are as follows:

- a. At Grafham there are traffic calming measures which include bollards narrowing the width of the road which have to be driven round. This will be too narrow for some farm vehicles to navigate.
- b. The distance between the Buckden junction to Ellington is 6.8 miles where farm traffic will have to travel along a narrow country lane and go through three villages. Farm traffic will have to travel a lot slower along the narrow road and stop start at junctions in the three villages.
- c. The old existing route up the A1 or up the A14 if it stays as and A road is only 4 miles where farm traffic will be able to travel at top speed and not have to negotiate any junctions.
- d. There will be a safety issue with very large machinery using the proposed route.

9. The alternative proposed route is for farm traffic to travel west from Brampton Hut roundabout to the Racecourse roundabout at Huntingdon and then travel south through Brampton. The issues with this route are as follows:

- a. Through Brampton the road has been made narrower in places and so there are pinch points. It is already known that to get a lot of the farm vehicles and machinery through Brampton that the vehicles have to go up on to the pavement to pass through.
- b. On the route past the Church there is a weight restriction of 7 tons and so this route will not be possible most of the time.
- c. Further no HGVs are allowed to travel through Brampton and so any HGVs travelling to farms will not be able to use this route.

10. A third proposed local route is for farm traffic to go through Huntingdon. The NFU has already raised issues that farm traffic and HGVs will have in using the roads through Huntingdon. The issue is that there is a license process in place.

- a. The NFU still holds the position that farmers and contractors should be able to move agricultural machinery along the de trunked A14 through Huntingdon without a licence. The NFU accepts that there is a vehicle licensing system in place for Huntingdon town centre. The NFU sees that there would be no need for agricultural vehicles to be using the inner ring road of Huntingdon. Presently it is left to Cambridgeshire County Council to make a decision annually as to whether to issue a licence or not to a farming business. If a licence is not issued to a farming business this would cause extreme expense.
- b. There is already a weight restriction on the mediaeval bridge and restrictions in the width of the bridge and so agricultural contractors cannot use the bridge with farm machinery.

11. **Negotiation:** Highways England has carried out no negotiation with the NFU or landowners to understand how the effect of changing the A14 from an A-road to motorway will affect their farm businesses.

12. Highways England has not considered whether it is actually physically possible for some of the farm traffic to pass along the local routes being suggested.

13. The only information received from Highways England in regard to this proposed change was a letter dated 23<sup>rd</sup> January 2019 sent to our East Anglia regional office at Newmarket to inform us that this consultation was taking place. There are no details available at the link other than a very brief two sided information sheet. No detailed maps have been provided highlighting the proposed routes for farm traffic.

14. **NFU Requests:** As it stands the design for the improvement scheme, the NFU would not want to see the Development Consent Order amendment to make the A14 a motorway being accepted and this amendment should not be put forward to the Secretary of State for Transport.

15. The NFU requests that proper negotiation is carried out with Landowners and details provided as to how Highways England believe farm traffic will be able to use the local routes suggested.

16. The NFU believes that if the A14 is to be upgraded to a motorway then a service road will need to be constructed and provided between Buckden and Brampton Hut junction. This would be similar to the service road that is going to be in place from Brampton Hut to Alconbury.

IN THE MATTER OF AN  
APPLICATION FOR A  
DEVELOPMENT CONSENT ORDER

AND IN THE MATTER OF THE A14  
CAMBRIDGE TO HUNTINGDON  
IMPROVEMENT SCHEME  
DEVELOPMENT CONSENT ORDER  
201 [...]

AND IN THE MATTER OF THE  
NATIONAL FARMERS UNION

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**SUBMISSION ON  
AMENDMENT TO MAKE  
THE A14 A MOTORWAY**

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