



Our ref: 20190807 -02 TR010018

Woodlands
Manton Lane
Bedford
MK4 7LW

Natasha Kopala
Head of TWA Orders Unit
Department for Transport Zone 1/14 – 18
Great Minster House
33 Horseferry Road
London
SW1P 4DR

08 July 2019

By email only

Dear Ms Kopala,

The A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016/547) (as corrected by the A14 Cambridge to Huntingdon Improvement Scheme Development Consent (Correction) Order 2017 (SI 2017/1121))

Application for a Non-Material Change under Section 153 of the Planning Act 2008 and Regulation 4 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011

On behalf of Highways England we note the latest correspondence uploaded onto the Planning Inspectorate website on 5th July 2019. We have reviewed the 3 responses that have been made and feel that these matters have been addressed in our previous correspondence, and therefore require no further response from Highways England.

We would like to restate for clarity the position on stakeholder engagement during this application process. As previously presented we have engaged widely with the scheme stakeholders and communities local to the scheme and received widespread regional media coverage. Within the scheme red line boundary we have identified in the region of 80 large agricultural land owners, farming businesses and farmer/tenant farmers, from whom we may have anticipated responses to the application if they had concerns over the prohibition of agricultural vehicles. This is a conservative estimate as there are also many more land owners, that may or may not use agricultural vehicles on the road network, who may have, if they had chosen to, also made submissions on the application.

In reality there were only 4 submissions from stakeholders within the scheme boundary and 1 from a contract farmer based outside of our scheme (not a scheme stakeholder and previously unknown to the project). This has now reduced to comments from 2 scheme stakeholders and the 1 contract farmer. This represents at most 2.5% of the group identified who may have considered the application having an impact on their business and could have chosen to make submissions in respect of the application.

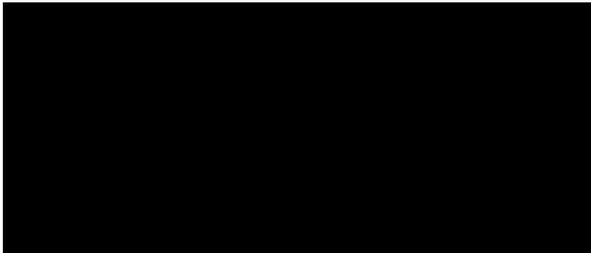
On reflection we note that our previous response did not specifically address concerns that had been raised with regards to PM2.5. For clarity there is no mention in our application or subsequent submissions of increasing background PM2.5 – our submission in this regard was simply intended to indicate that even assuming a theoretical increase, the maximum total PM2.5 concentration would be well below the current European Union annual mean limit value (LV) of 25µg/m³). For the avoidance of doubt there will be no increase in background PM2.5 as a result of applying Motorway Regulations.

Finally it should be noted there are no vegetation standards for PM2.5, only for NOx. There are no critical loads defined for PM2.5 either, only for nitrogen. Hence, only defined designated ecological sites sensitive to nitrogen require assessment, which was undertaken and reported in the Environmental Statement as outlined in our original response.

We are at your disposal if there is any further support or clarity you should require in considering the application and look forward to receiving the decision from the Secretary of State for Transport at his earliest convenience.

If you have any questions or require further information please do contact senior project manager Mike Evans on 07810 815390 or via mike.evans@highwaysengland.co.uk

Yours sincerely



David Bray

Project Director, A14 Cambridge to Huntingdon Improvement Scheme