

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 9

9.40 Joint Position Statement with the Executors of N A Alington in
connection with The Little Barford Estate

Planning Act 2008

Rule 8(1)(k)

Infrastructure Planning (Examination Procedure)
Rules 2010

October 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure (Examination Procedure)
Rules 2010**

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Development Consent Order 202[]**

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1 Introduction

- 1.1.1 This Joint Position Statement (the Statement) has been produced by National Highways (the Applicant) in response to matters raised on behalf of the Executors of N A Alington in connection with The Little Barford Estate at the Compulsory Acquisition Hearing 1 (CAH1) held on 22 September 2021 and specifically Hearing Action Point 5 included in the Action Points arising from Compulsory Acquisition Hearing 1, 22 September 2021 document [EV-023].
- 1.1.2 The matters raised related to the requirements for the accommodation access bridge to Top Farm, including dimensions and future proofing.
- 1.1.3 The following Interested Parties have prepared this Joint Position Statement:
- a. The Applicant.
 - b. Mr Jeremy Proctor of Bidwells who represents the Executors of N A Alington.
- 1.1.4 The contents of this Joint Position Statement were developed by the Applicant following CAH1. The Joint Position Statement was then shared with Mr Jeremy Proctor on 04 October 2021 in order for their position on the matters set out to be confirmed. The positions of the Applicant and the Executors of N A Alington are set out in **Table 1-1** of this document.

Table 1-1. Joint Position Statement between the Executors of N A Alington in connection with The Little Barford Estate and the Applicant at Deadline 3 (05 October 2021)

The Executors of N A Alington	The Applicant	Current Position
<p>Severance of the Farm and Proposed Overbridge Specification</p> <p>The proposed overbridge is of insufficient capacity to allow unrestricted use by current farm machinery, impeding the efficiency of the farm.</p> <p>The principle of providing no more than equivalent capacity does not allow for the changes in farming practices, which historically have led to larger farming units operating larger farm machinery. It has no regard to possibly alternative or additional uses.</p> <p>Failure to do this would leave the Executors in a worse position than currently, in a manner that cannot readily be dealt with by financial compensation. A wider capacity bridge is required.</p> <p>The Executors are seeking a much wider bridge, with a width sufficient for current and future farm equipment without the need for demounting or disassembly. This would allow uninterrupted access for working farm equipment.</p>	<p>Review of the available topographical survey shows that the width of the existing stone track running from Potton Road through to the farm buildings is generally 3.2m wide. An existing hedge runs along the southern side of the track and set-back from the edge of the track by approximately 1.0m.</p> <p>The details provided by Executors to N A Alington of the agricultural machinery used on the farm confirms that the maximum width of the equipment is 12.0m, therefore, it is currently not possible for this equipment to transit along the existing access track without being folded up or the header removed.</p> <p>In view of the above (i.e. equipment needs to be folded up or the header removed) the maximum width of vehicle that needs to be accommodated across the structure is 4.3m wide.</p> <p>The Applicant does not understand that the identified equipment is permanently stored on the farm as the Executors have confirmed that they contract works to Davison & Co. The equipment is therefore transported or driven to the farm via the local road network and in particular via</p>	<p>The Applicant is unable to agree to the request put forward by the Executors of N A Alington to increase the carriageway width across the accommodation access bridge at Alington Top Farm.</p> <p>The Applicant is committed to continuing engagement with the Executors of N A Alington on this matter.</p> <p>The Applicant has received a letter from the Developers representing the Estate and wishes to discuss with the Executors their proposal.</p>

The Executors of N A Alington	The Applicant	Current Position
<p>The bridge requested is of similar design to that provided in the Design Manual for Roads and Bridges, see CD127 fig. 2.1.1N1e with a 7.3m running surface. This is also reasonable future proofing.</p> <p>Although there are no current public rights of way over the track it is noted that the land is being acquired with third party rights to be granted. This raises the prospect of shared use of the bridge and access track. The Executors are also mindful of the proposed rail and road infrastructure and development pressure and a bridge of limited width does not take account of the need for shared access or alternative or sustainable transport options in the future. The provision of a bridge of sufficient width to accommodate shared use would be a prudent investment.</p>	<p>Potton Road. The existing width of Potton Road is currently less than 6.0m (both lanes)</p> <p>Based on the above the Applicant does not consider that the provision of a 7.3m wide carriageway width across the proposed accommodation access bridge is justified and therefore cannot agree to the proposal put forward by the Executors of N. A Alington.</p>	

2 Joint Position Statement

2.1.1 The Statement is based upon the information and positions summarised within **Table 1-1** of this document.

2.1.2 In summary:

- a. The Executors of N A Alington are seeking a much wider accommodation access bridge at Alington Top Farm with a width sufficient for current and future farm equipment without the need for demounting or disassembly. They have requested that the carriageway width across the proposed structure is increased from 3.5m to 7.3m in line with the requirements of the Design Manual for Roads (DMRB) and Bridges, CD127 fig. 2.1.1N1e.
- b. The Applicant notes that the design standard that the Executors of N A Alington refer to (i.e. DMRB CD127) provides requirements for the highway cross-sections and headroom at structures for motorway and all-purpose trunk roads and is not considered appropriate for use in the design of the accommodation access track under consideration.
- c. Based on the evidence that has been provided the Applicant considers that the requested increase in width of carriageway is not justified and it is unable to agree to the request put forward by the Executors of N A Alington to increase the carriageway width to 7.3m.
- d. The Applicant is committed to continuing engagement with the Executors of N A Alington on this matter.