

Appendix B – Schedule of minor changes proposed by the Council for the Huntingdon West AAP

The Council has proposed these minor changes that do not affect the soundness of the AAP and hence are not dealt with in the Report. As these changes correct minor errors, or update the Plan, or generally improve it, I endorse them.

The changes below are expressed either in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

The page numbers and paragraph numbering below refer to the submission AAP, and do not take account of the deletion or addition of text.

Page	Policy/ Paragraph	New or Revised Wording
i	Foreword	... seen in the proposed changes to the A14 and the <u>approved</u> proposal to create a new West of Town Centre Link Road... ...Although the recession will have <u>has had</u> an impact in the short term , our belief in the importance of this area for sustainable development is undiminished... ...December 2009
3	Paragraph 3.8	... for better links. The Highways Agency proposes to re-route the A14 to the south of its current route, removing the viaduct over the railway and introducing a range of links with the local road network prepared draft orders in 2009 for a scheme to <u>re-route the A14 south of its current route, removing the viaduct over the railway and introducing a range of links with the local road network.</u> Although this scheme was withdrawn in October 2010, the Department of Transport will undertake a study to <u>identify cost effective and practical proposals which bring benefits and relieve congestion looking across modes to ensure sustainable proposals.</u> This approach will also provide an <u>opportunity for the private sector to play its part in developing schemes to tackle existing problems in the corridor.</u> Huntingdonshire District Council ...
4	Paragraph 3.12	There are opportunities to enhance and expand the Hinchingsbrooke Country Park onto neighbouring agricultural land and with the removal of the A14 viaduct to improve Views Common, <u>particularly if the A14 viaduct is to be removed.</u>
4	Paragraph 3.13	There are opportunities to help reduce nitrogen dioxide emissions in the AQMAs through <u>any future changes to the A14</u> changes and construction of the West of Town Centre Link Road.
6	Last paragraph of the Vision	Hinchingsbrooke Country Park will be enhanced and enlarged to provide a major community, recreational <u>and biodiversity resource.</u> This, together with other green space, including Views Common, will link Huntingdon West to strategic open space around the town <u>and strengthen the habitat network for wildlife.</u>
8	Paragraph 5.2	There are significant changes being proposed by the Highways Agency for the A14 and the surrounding local road network. If these measures are approved, the new road patterns will significantly influence the potential redevelopment opportunities for Huntingdon West and vehicular and pedestrian/cycle movement in the wider area. Alongside the A14 proposals The Highways Agency were previously promoting significant changes

		for the A14 and surrounding local road network, and while that scheme was withdrawn in October 2010, a study will be undertaken to identify cost effective and practical proposals which may include changes affecting this area. There is also the opportunity for further accessibility improvements...
9	Paragraph 5.6	<i>Add to the end of the paragraph the following:</i> <u>These infrastructure and phasing requirements are set out at the end of the AAP.</u>
10	Paragraph 6.1	<i>Delete all paragraph text and insert instead:</i> <u>A new West of Town Centre Link Road has been approved and further changes to the road network in this area are likely in future. Such changes may occur as a result of the Department of Transport's study into improving the A14 as well as in respect of individual development proposals.</u>
10	Paragraph 6.2	<i>Delete all paragraph text and insert instead:</i> <u>The District Council previously endorsed the principle of the changes proposed by the Highways Agency in 2008 which resulted in Draft Orders in 2009. In the AAP area, the changes involved the removal of the viaduct over the railway line. The new local road network envisaged involved a new access into Huntingdon over Mill Common (known as Pathfinder Link), a new alignment of the existing road with access points into the Railway Station, utilisation of an upgraded Brampton Road, and a new road through Cambridgeshire Constabulary land and Views Common (known as Views Common Link). This scheme was withdrawn by the government following its Spending Review of October 2010, although it recognises that this corridor faces severe congestion, and that mobility along the route is critical for economic success and growth and will therefore undertake a further study to identify sustainable proposals.</u>
10	Paragraph 6.3	The Council has prepared a detailed scheme for the Link Road in order to seek <u>and planning permission was granted in 2009.</u>
10	Paragraph 6.4	<i>Delete all paragraph text and insert instead:</i> <u>Changes to roads in this area can help to improve air quality in the Huntingdon and Brampton air quality management areas, which cover parts of the action plan area. The removal of the viaduct, subject to the outcome of the proposed study, would help to visually improve Brampton Road as it enters Huntingdon, providing the opportunity to enhance this gateway to the town.</u>
10	Paragraph 6.5	<i>Delete all paragraph text and insert instead:</i> <u>Other changes to the road network are possible within the plan period. A further road link in Hinchingsbrooke could enhance the accessibility of this area and help to address congestion issues on Hinchingsbrooke Park Rd. There is currently access through the Hinchingsbrooke Business Park available for emergency vehicles through to the A14, and there could be potential to open up this access to other traffic, or create a new road over Views Common. Investigation of this potential change will need to await the Department of Transport's study into the future of the A14 and would be dependent on funding coming forward.</u>
10	Paragraph 6.6	The New roads ...
12	Paragraph 6.9	Improved access for pedestrians and cyclists will be associated with the new road proposals associated with the A14 and the

		West of Town Centre Link Road. In some cases it will be appropriate to move <u>may be necessary to stop up, divert or provide an alternative for</u> existing rights of way subject to appropriate procedures being carried out.
12	Paragraph 6.10	... north of the current bridge <u>should there be significantly more traffic along Brampton Road in future.</u> This would be in addition to the Highways Agency proposals.
14	HW3	...Railway Station <u>land</u> , in...
14	Paragraph 6.14	<i>Delete all paragraph text and insert instead:</i> <u>Access to the railway station was previously proposed to be changed following the removal of the viaduct as part of the A14 scheme. Under that scheme access to the eastern side would be in two new positions and some of the existing car parking removed as a result of the road changes. Whether such changes are in future proposed again or not, improved access is desirable, particularly for the west car park and improvements will be sought in conjunction with any proposal for additional car parking in this area.</u>
17	Paragraph 7.6	...This northern end is not considered <u>significantly less</u> suitable for retailing...
18 to 22	Maps 6a to e	<i>Amend maps to include road names.</i>
19	Map 6b	<i>Delete notation of listed buildings identifying these buildings as 'high value townscape'.</i>
23	Paragraph 7.12	<i>Delete the paragraph.</i>
23	HW5	...should <u>alternative uses be sought instead of implementing</u> these permissions lapse .
23	Paragraph 7.15	...Should this permission lapse , <u>alternative development be sought</u> , office or institutional use may be possible.
23	Paragraph 7.15	...may be possible. <u>Particular regard will need to be given to the retention of significant trees on the site.</u> ...
27	Map 7d	<i>Amend location of existing planning consent for the Water Tower development and the location of Parcel B. Amend the key as follows: Parcel B = 1.4ha <u>1.9ha</u>. Delete the notation and blue zigzag line indicating "Removal of viaduct". Alter the notation and arrowed red dotted line indicating "New road (approximate alignment)" and show it instead as the location of access to the development plots with the potential for linkage to the A14 should the viaduct be removed.</i>
30	Paragraph 8.5	<i>Delete all paragraph text and insert instead:</i> <u>Views Common will be significantly changed if the A14 viaduct is removed and a new local road is constructed across it, as was proposed in the 2009 Draft Orders. Removal of the viaduct and its associated embankment, subject to the outcome of the proposed study, would enable the partial restoration of the historic form of the Common. There is also potential to improve this open space with additional public access.</u>
30	Paragraph 8.7	<i>Delete all paragraph text and insert instead:</i> <u>The Department of Transport's study into the A14 will need to consider whether the viaduct over the railway will be removed and consequently the embankment removed and part of the</u>

		<u>historic Views Common reinstated. Given the potential for this, the area of the embankment is allocated for open space and it is envisaged that the embankment would be levelled to provide useful open space. Should the viaduct be removed, additional road access may be required for re-routed traffic. Once the outcome of the study is known, the Council will be in a position to identify the potential for additional links and enhancements having regard to the intrinsic landscape and biodiversity values of the Common.</u>
32	Paragraph 8.10	<u>...the 2006 Green Infrastructure Strategy due to be completed during 2011.</u>
34	Paragraph 9.6	<u>...contribute positively to the environment without harming the setting of the Conservation Area, ...</u>
35	Paragraph 10.1	<u>...West. Developers will also be expected to contribute to necessary infrastructure. The major proposed changes to the A14 will be funded by government and the The District Council is in the process of bidding for further funding for has obtained funding to part support the delivery of the West of Town Centre Link Road. The previously proposed changes to the A14, which were to cost £1.4 billion, were withdrawn in the government's spending review in October 2010, but the Department of Transport has committed to a study and has indicated that the private sector may be involved in developing schemes to tackle problems in the A14 corridor.</u>
36	Paragraph 10.6	<u>A planning application Permission for the proposed Link Road through the George Street/ Ermine Street Area has been submitted granted and the road is planned for completion in 2013.</u>
40	Appendix 1, paragraph 1.1	<i>Delete all paragraph text and insert instead:</i> <u>The Government announced in October 2010 that it will undertake a study to identify cost effective and practical proposals to improve the A14. Funding is expected from Government but the approach from Government will also provide an opportunity for the private sector to play its part in developing schemes to tackle existing problems in the corridor.</u>
40	Appendix 1, paragraph 1.2	<i>Delete all paragraph text and insert instead:</i> <u>It is envisaged that some development will go ahead in advance of the completion of the study and the road network changes it may bring, and provided this is not significant in scale, the impact on the A14 is likely to be negligible. A transport assessment will be required to demonstrate that there will be 'nil detriment' to traffic flows on the A14 in accordance with the current Highways Agency policy position.</u>
40	Appendix 1, Paragraph 1.3	<u>Huntingdonshire District Council is seeking has obtained housing growth funding for to part fund the creation of the new Link Road between George Street/Brampton Road and Ermine Street which has obtained planning permission. The planning application for this is expected to be granted permission prior to the adoption of this area action plan. If approved, part of the funding for the road, estimated in excess of £2 million, could be provided.</u>
40	Appendix 1, Paragraphs 1.6 and 1.7	<u>1.6 The guideway for the St Ives to Cambridge guided bus Cambridgeshire Guided Busway is expected to will be completed prior to the adoption implementation of this Area Action Plan. Buses will travel from the Huntingdon Railway Station via the</u>

		<p>Huntingdon bus station and local roads to join the start of the guideway in St Ives. On-road bus priority measures are proposed along this route. The Busway will run from Cambridge to St Ives with on-street sections and bus priority measures through to Huntingdon. This will include linkage to Huntingdon Town Centre including the bus station, and the railway station. George Street and Brampton Road are key elements of that on-street route to provide integration with Huntingdon West. In accordance with the approved Market Town Transport Strategy (MTTS) and any subsequent review of the strategy relating to public transport measures, this strategy will be used to secure contributions from developments within Huntingdon West towards the measures contained in that strategy. Direct contributions from developers in Huntingdon West are likely to be required for improvements to bus stops and other related works, such as Real Time Information, as set out in the Huntingdon & Godmanchester Market Town Transport Strategy.</p> <p>1.7 Within the life of this timeframe of the area action plan, it is possible that further improvements to bus services such as bus priority measures and integrated ticketing will be developed the MTTS will be reviewed and it is likely that a review of the MTTS will investigate a revised set of public transport initiatives themselves linked to the development scenarios contained within the Core Strategy and the Area Action Plan. Appropriate contributions from developers will be sought to help bring about such services. On the basis of the measures contained in the MTTS, it will be that strategy that will be used to secure developer contributions.</p>
41	Appendix 1, Paragraph 1.12	Appropriate contributions from developers...
41	Appendix 1, Paragraph 1.12, point 10	Footpath / Cyclepath / Bridleway improvements (including those which form part of the existing Rights of Way Network) and cycle facilities.
41	Appendix 1, Paragraph 1.17	Utilities such as water, electricity and gas may need to be upgraded as a result of new development. A new rising main for water has been identified as a possibility in the 2009 Huntingdonshire Outline Water Cycle Strategy.
43	Appendix 2, paragraph 2.3	...pending construction of the West of Town Centre Link Road, anticipated in 2012 2013.
47	Proposals Map	Change legend as follows: Existing Country Park Allocation – Local Plan 1995 R9 and HW6
48	Proposals Map	Amend employment allocation west of railway HW5 to include south western corner adjacent to Brampton Road.