

Frances Fernandes
The Planning Inspectorate
3/18 Eagle Wing
Temple Quay House
2 The Square
BRISTOL
BS1 6PN

29 May 2015

Dear Frances

As part of the representation process Fen Drayton Parish Council will be submitting a written representation, as requested, by 15th June and the SCG by 26th June.

To complement these representations we request that site visits be undertaken so the person/s conducting the examination process may fully understand our concerns. Details are set out in the attached document.

Yours sincerely

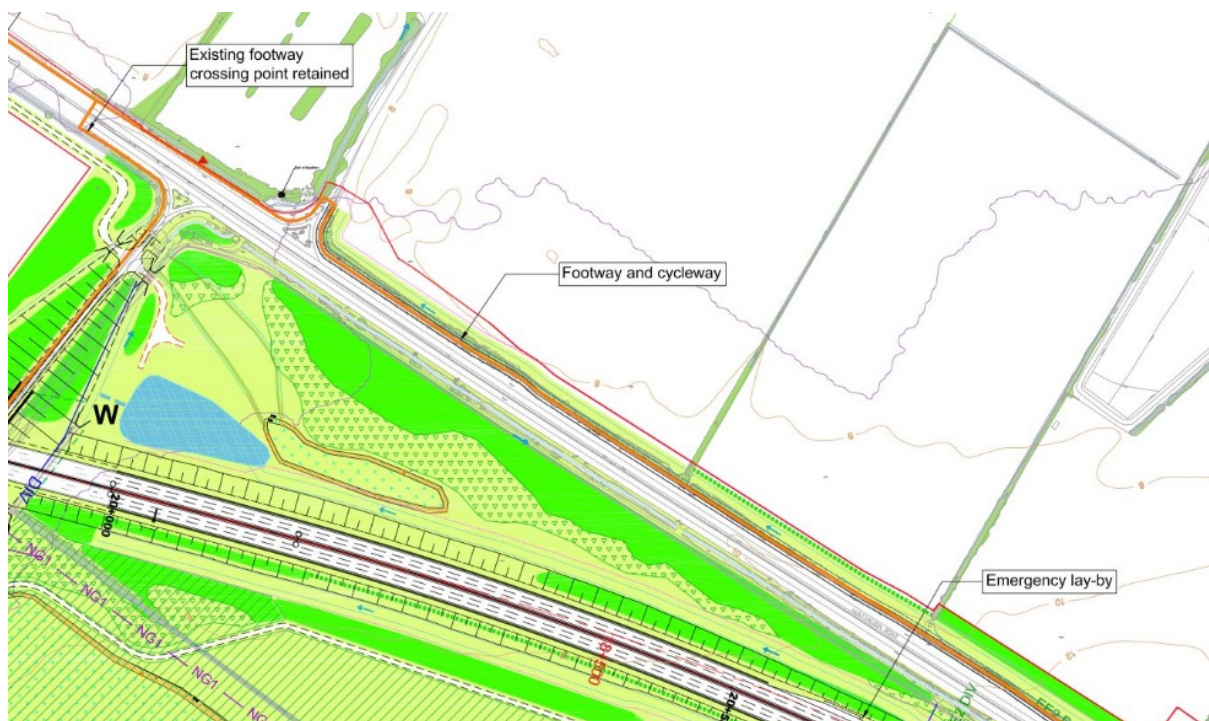
Harry Webster
Chairman

Need for site inspection to assess proposed A14 impact on Fen Drayton Town Lands and flooding from Covells Drain

The application for planning permission on the A14 improvement scheme has now been submitted to the Planning Inspector. Interested parties are invited to present their comments on the proposals, especially if they are affected directly by the development. Fen Drayton is clearly affected by the proposed development in respect of access to the Town Lands and the flood risk from excess run-off into Covells Drain. A site inspection is requested to assess the remedial effects necessary.

Location

The map below is taken from the General Arrangement Regulation Sheet 13 reference A14-JAC-22-E1-DR-Z-01013. The Town Lands is the field shown on the right of the map, 300 metres South –East from the junction of the road from Fen Drayton with the A14, on the North side of the current A14. The flood risk point occurs at the junction of the road from Fen Drayton to the A14 (top left in the map) where Covell's Drain watercourse comes under the A14 and then runs North parallel to Cambridge road.



The Town Fen Drayton Town Lands

Lands are owned by a charitable trust whose trustees are the members from time to time of Fen Drayton Parish Council. Presently the only direct access to the Town Lands is by a concrete approach from the A14. Because such access is difficult, the land is rented to John Johnson, who gains access

to farm the land by a neighbouring field. The proposed A14 improvement will stop up many field access points along the present A14. Even though the existing A14 will be de-trunked and will pass into the responsibility of the local authority, access from the de-trunked A14 to the Town Lands will be stopped up (see drawing number A14-ARP-ZZ-00-DR-Z-00316). According to the General Arrangement Sheet 13 (drawing number A14-JAC-E1-DR-Z-01013) the present access will be part of a compulsory purchase order taking 3882 m² (0.3882 ha) of land bordering the current A14. From the field to the road, the access will be cut by: a hedge; a culvert or ditch; a footpath and a cycleway, all running parallel to the A14. Land not used for these structures will be planted as grassland. The Planning Application appears to make no provision for alternative access, so it appears that it will not be possible, legally or physically, to access the Town Lands from the A14. In effect, the land will become isolated, except by passage over adjoining land. It is not clear that there is a public right of way over the neighbouring land so access via this route is facilitated by local agreement. Such agreement could be withdrawn at any time.

While many other field accesses along the existing A14 will also be stopped up, it is not clear how many, like the Town Lands, may thereby become isolated and enjoy no legal access. Clearly, unless alternative access arrangements can be made, this will have a deleterious effect on both the capital value and the rental value of the land. The possible isolation of this land will significantly reduce the charitable income received by the Parish.

The need to retain access from the A14 as part of the upgrade development is essential to maintain this income for the Parish.

Flood Risk

Public drain no. 1 (Covells Drain) has a significant catchment to the South of the A14, running under the road then parallel to Cambridge Road towards the River Ouse. There is a balancing pond proposed (indicated on the left of the map) but there are large areas of road development to the immediate South and West which have a large area of run-off and it is likely that at times of heavy rain, the volume of polluted water could be substantial. This will debouche into the existing public drain. There is an existing problem, which occurs regularly, of overflow of water onto the road and land (a serious impact on crops) at the road junction here. This is caused primarily by the drain executing a dog-leg immediately after it emerges from the culvert under the A14 before it assumes its normal course northwards. Any excess run-off will exacerbate this and it is suggested that there is an opportunity now to straighten the watercourse.