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To: The Planning Inspectorate
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Your Reference: TR010018
Our reference: A14-AFP064
Representation Id No: 10031014

June 15 201 - Update of our Representation to the Planning Inspectorate with regard to the A14 Cambridge to Huntingdon Improvement Scheme

Our original representation on March 11 2015 is shown below in normal font. Subsequent additions and clarifications are shown in Italics:

1. The new A14 will be not much further from Fen Drayton as is the existing A14. It will be at a higher elevation, and there should be adequate noise reduction measures.

The estimated traffic figures indicate a 50% increase between the two roads, and with the prevailing wind from the South-West, without some form of provision for abatement the concomitant increase in noise will potentially have a serious affect. The roads will not diverge materially until well past the village. It is noted that there is the start of a cutting envisaged as the new A14 passes between Conington and Fen drayton but it is doubtful if this is deep enough at this point to diminish the noise without significant screening from trees.

2. The village has a new flood defence system based on existing drainage from the catchment of the Oxholme Brook. Measures should be in place to ensure any run-off from the A14 does not impact the current drainage system.

The flood defence system is dependent upon a low volume of water from the Oxholme catchment during periods of inundation from the Ouse as this flow is trapped behind the flood barrier and only a limited sump is available as a buffer for water retention. A14 water should be diverted into the Covell's Drain catchment where a balancing pond is provided as part of the new development.

3. Maintenance of current, and restoration of pre-existing rights of way.

Historically, Fen Drayton and Conington have enjoyed a close relationship and the Parishes share the same Incumbent. Formerly the Cambridge road running south from Fen Drayton was the access by-road to Conington. A roundabout at this point on the A14 would restore this access. Similarly the footpath which has not been used for many years could be restored either by under road access or a small bridge. The intention to allow pedestrians to cross the old A14 after de-trunking does not appear viable because the volume of traffic will still be inhibitive.

4. The A14 viaduct at Huntingdon should be maintained (possibly with a weight limit) to alleviate the congestion at Godmanchester and Huntingdon and act as a relief road in emergencies for the new A14. It will also eliminate any need for a new road across the St Ives Meadows that has been proposed as an area of outstanding natural beauty.

The volume of traffic envisaged for the old A14 and the lack of development of routes coming from the Northern part of the County, together with the paucity of access on to the new A14 this will lead to congestion. This will be particularly felt in locations such as Swavesey, Willingham, St Ives and Godmanchester.

5. The service or secondary road from Swavesey to Cambridge is 2 lanes that is likely to be insufficient for the local traffic north of the A14 between Girton and St Ives, particularly given the new village developments in prospect.

There is the prospect that local traffic from the area of St Ives, and villages such as Fen Drayton will debouche on to the new A14 at the earliest point that could lead to congestion on slip roads. In particular the road from Swavesey to the junction with the A14 is likely to become congested as it is a point where all the roads meet. Possibly traffic lights could be the potential solution.

6. Fen Drayton has an interest in any compulsory land purchase arrangements affecting the parish.

There is an existing concrete apron and access to a field adjoining the current A14 which is currently rented out under a Charitable trust providing much needed income for the village. A compulsory purchase of part of this land for pedestrian and cycle access will prevent access to the field for agricultural use and diminish the viability of the field. To maintain the income from the field new access arrangements need to be put in place and managed as part of the road development. See also further information under point 8 below.

7. During the development of the new A14 Fen Drayton would require that construction traffic are not permitted to pass through the village. Additionally, if it is discovered that the village is being used as an access route or “rat-run”, means of addressing this should be provided (such as vehicle restrictions or calming measures) by the Development Organisation.

One part of village is already under serious stress from heavy goods traffic. This particular road is Horse and Gate Street where many houses abut the road that is narrow (2 large vehicles going in opposite directions cannot pass in some

stretches), and has only one restricted pavement. Any additional vibration would be a cause for considerable concern.

8. Access would need to be retained to the Fen Drayton Town Lands field from the A14.

The Town 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. 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.

9. 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 is likely to then 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.