

Dear Planning Inspectorate

With reference to AP No 19 NUMs around and under the rail bridge with underpass.

As it stands with National Highways (NH) design this brings the NUMs down into a wildlife corridor, the only such safe passage between Sutton Heath SSSI north and Sutton Meadows/CWS to the south. With the support of Wansford and Sutton PC along with Landyke Trust with its trails network we have put a case forward to NH to relocate the station just south of the bridge and next to the rail cutting below the planned dirty water pond. As this plan was developed we also found support from local groups who would be interested in using the facilities, from outdoor painting to environment studies with the new Peterborough University. Many of us feel as a heritage building it should remain in Sutton Parish. However, at present this is not the view of NH and we wish to get them to change this viewpoint, hence we have sent you a hard copy of evidence for you to see and to further your understanding of this issue.

The importance of this issue has been highlighted by the recent meeting we had with government land valuer department to discuss "Heads of Terms" My family feel strongly this wildlife corridor should remain open however how can this be done if it also acts as an open door for incorrect usage. The relocation of the station will enhance the usage of the NUM route but also, with a caretaker family, would help to keep this underpass usage in a correct manner with the wildlife corridor open. At present NH have not decided on boundary management but asked for what we would accept. As the station, at the moment, maybe moving out of the area that leaves us with no option but to fence everything off and make it secure. This is why in D3 our request is that this part of the project has a more integrated holistic design application. For example why cannot part of the platform not affected by the underpass remain in situ as it acts as an historic marker of the original station location. It could also double up as a mounting block for horse riders proceeding through the underpass. The existing metal gate and piers could become part of the entrance to the station relocation.

What was interesting were comments made on post construction and access, because as it stands with NH design there does not appear to be a clear plan even when we asked for a temporary long term access route for electric service providers, as this line supplies Sutton village.

As a community we have worked with NH and it is in all our interests to use and secure the positive aspects of this scheme to offset the negatives, so as a community and myself [REDACTED] [REDACTED] of this area of land it is most important we convince NH on the merits of relocating the station to the south side of the bridge.

Robert W Reid