Although I agree with the principal of this development and the valid reasons why the station needs to be moved, I object to this application as it is currently proposed. The proposed development does not seemingly take due regard to the Waterbeach New Town masterplan and the cumulative impacts that the development will have, along with how the design interacts with the proposed future development(s). The design and access statement states that ‘To minimise effects on local residents, the majority of construction traffic will be routed via Bannold Drove. Cody Road will be used less frequently for construction vehicle movements related to utilities enabling works, pedestrian and cycle improvements and tie in works for the new approach road’. Given the size and current usage of Cody Road, particularly at peak time, this presents a significant safety hazard for other road users, as has been found during the current developments on the road. If Bannold Drove is to be used then a dedicated footpath should be put in first as this public right of way is commonly used as a footway. A plan should also be put in place to prevent parking in the surrounding residential area both during, and post-construction to minimise the adverse impacts on the community.

The proposal does not investigate if the development will lead to increased flooding elsewhere, especially considering the acoustic bund along the access road. Given the proximity of the local residential properties to the Flood Zones I would hope to have assurance and evidence to show that this development would not increase flood risk to property.

The objective of the ecology strategy for the proposed development is to deliver a net biodiversity gain. From my understanding of the design and access statement only two of the nine proposed measures create new habitat and biodiversity improvement and the others are retaining features or mitigating impacts. Based on these proposals, residual impacts could conceivably outweigh the improvements.