I have lived in Waterbeach for 32 years. I am fully in favour of major new development north of the existing village, the regional and national economies will depend on providing all types of new housing around the growing Cambridge cluster. The RLW proposals appear to be thin and need considerably deeper thought; their proposals around transport, especially rail transport, are weak and incomplete.

A sensible strategy will be to keep Waterbeach station where it is, in line with the isochron centre of gravity of the existing village. Lengthen the south-bound platform to accommodate 8 carriages. Relocate the north-bound platform to be opposite the southbound platform – so that the station does not straddle the highway. Entrance to the station can be via vacant land (currently Network Rail car park). Longer term – say 10 years, new development will not go ahead quickly – provide a new Waterbeach North station, one mile north to serve the growing new community. Meanwhile link the two station sites with a cycleway / walkway / shuttle busway (alongside and north of the rail line) from the existing station to the new station location. We then have two stations and a logical long-term strategic extension to the Cambridge Connect / Isaac Newton / CaMKOx east-west corridor: Ely – Waterbeach (North) – Waterbeach (for Rowing Lake) – Cambridge North – Cambridge – Cambridge Biomed Campus / Addenbrookes. This provides many benefits, including access to the new Rowing Lake, access for Waterbeach residents to Addenbrookes Hospital and employment at the Science Park, city and Cambridge Biotech Campus. Make provision for bicycles on trains, and also provision for luggage (for connection with Stansted Airport train at Cambridge).

Statistics show that approximately 60% of personal trips are by car. Long term with 6,500 new homes, an additional 6,500 workers will travel, resulting in a morning commute of 3,900 extra car movements, and an evening commute of 3,900 extra car movements. Car-parking for the existing Waterbeach station is 70 cars; dozens of cars park all round the village green and along High Street. RLW proposes 200 car parking spaces for its new station. Cars displaced from the existing station and car park would drive along the A10 or through the village and fill this new car park and then overspill around Cody Road and Bannold Road, to avoid car-parking charges. RLW’s proposals are very weak in this area.