RLW have a large amount of land available to them. It is unclear why they need to be reliant on existing village infrastructure to service this land. The existing infrastructure is not fit for this purpose.

Cody Road is a far from suitable road for the station access road and neither is Bannold Drove. If this related station is expected to serve a ‘new town’ in addition to existing users then there will be a large flow of traffic, especially at peak times. There are already increased traffic movements along this road due to the new housing developments along Cody Road. Any additional station traffic will be detrimental to an area originally designed to be a safe housing area for the military families who lived there previously. As such, this was a big selling feature for those moving into the homes once the MOD had vacated the village. The relocation of the station is just moving the traffic problem from one end of Waterbeach out to another. The planners might also like to consider the problems that Cambridge residents are having near the city station with regard to queuing traffic and noise.

The Bannold Road junction with Denny End Road and High Street is not fit for purpose if additional vehicles movements are taken into consideration. There are blind corners when approaching from any of the directions of travel, which is not safe for anyone. I have seen many accidents at that junction where people waiting in centre of road to turn into Bannold Road have been hit from behind by traffic coming from the High Street. I use that junction with extreme caution. Furthermore there is a pedestrian shortcut from the Camlocks estate onto Bannold Road, which families and children use to exit the estate to walk to school. It is also very close to a blind corner right next to the junction and already a dangerous place to be crossing. Additional station traffic can only exacerbate this.

If people are to enter the village at the Denny End/A10 entrance this will need additional work for increased traffic flow. I had a near head-on collision a number of years ago, in this reknown blackspot, where someone ignored the keep left sign when turning into the junction from the A10 and came onto the wrong side of the road as I was just about to reach the traffic lights. The likelihood of this happening is no doubt to increase with increased numbers of vehicles.

People do not like to pay for parking. The proposed car park will not adequately serve the additional numbers expected to be using the station. I suspect it would not even serve those already using the existing station looking at the numbers of cars that I recognise as being parked around the village regularly during the week, but not at weekends. These people will no doubt continue to find on-road parking and the Cody Road area does not have the capacity to cope with this. I can also imagine people parked all along Bannold Road to save the cost of parking. The developer suggests the parking would be free. Perhaps that is the case whilst under their direct control, but once Network Rail are back in control then there are clearly going to be charges. Long term the slightly increased car park capacity will not curtail on-street parking in local roads, if at all in the first instance.
If part of the argument to move the station is to accommodate longer trains (8 carriages) then there is likely to be no spare capacity on them once any new homes are built. The 4 train carriages are already full to the brim. The increased carriage capacity will allow existing trains users to actually get a seat. Thus there will then be standing room only, if you are lucky enough to get on, for those commuting from the to be proposed ‘new town’. The developers suggested to me during one of their roadshows that there is no room in the timetabling for additional trains; thus there couldn’t be two ‘Waterbeach’ stations. I suspect a change in timetabling would be required to move the volumes they propose as 8 carriages on the current schedule will not be enough. This timetabling matter is not in RLW’s hands.

Quite clearly the proposed station move is to accommodate the transport requirements of the new homes planned north of Waterbeach by RLW. I would urge you to consider the effect of additional commuters from Waterbeach down the line. Already the London terminuses are at capacity. At peak times the underground connections are closed, or only one entrance/exit gate open and so people are queuing to get onto their connecting underground services to get to work. More commuters travelling from this relocated station (with the proposed increased passenger capacity from the ‘new homes’) will make this worse.

Suggesting people will cycle to the station is not clearly thought out. Whilst the distances are not prohibitive for most people, I would not leave my bicycle all day the existing station, let alone the new one, without a decent security system being installed.

There must be an extremely safe pedestrian/cyclist route to any station (existing or otherwise) so that people feel safe to travel to and from a station at any time of year. The station is a lifeline for many that cannot drive, whether through age (too young/too old) or a disability, or perhaps even for financial reasons. The existing station is well used by young people travelling to further education establishments. As a parent, if I felt it unsafe for them to walk that route in the dark, I would insist that I drove them to the proposed location. However, the safety of the existing station itself should not be cited as a reason to move the station within this application as it is Network Rail’s responsibility, and safety could be improved by them independently of the proposed relocation of the station. In fact, if it as poor as the statistics suggest then safety improvements should be done now.

The suggested shuttle bus to mitigate the station move for existing residents is nonsense. Provision of a shuttle bus service is something that would be out of their control, in the same way that the county councils are at the mercy of the bus companies who cut their services when profits dip. Also, people like driving as they can operate to their own personal timetable and don’t have to wait for a bus that may not turn up.

I am not exactly clear how the proposed relocation of the station can be allowed to go ahead when there is at least one significant active planning permission in place which uses the existing station within their planning permission as one of the means by which visitor will get to the planned facility by public transport, i.e. the Cambridge Rowing Lakes.

There are already weight restrictions along some of the roads into the village. There should be conditions in place to ensure that any proposed construction traffic does not ignore these.
The fields that the proposed relocated station would be built on, and the separately proposed adjacent new homes, are subject to regular flooding in the winter-time. There is no indication of the impact that concreting over these fields would have on the surrounding land and properties in the north end of Waterbeach.

I am slightly concerned how the relocation of the station can be considered when there is not yet an application for the new homes that so clearly the station is set to serve. Surely these two parts should be considered as a combined application. There is no point having a newly relocated station if the homes application is rejected. Or is there something we don’t know?

Aside from planning matters, I am wholeheartedly disappointed and verging on angry about the way that the development companies are running roughshod over the residents of Waterbeach. A number of years ago this development was mooted as a new town, separate from Waterbeach, but now it feels like we are being engulfed by homes; all being built without any consideration for the services and infrastructure required for the volumes of families that will move in. The elected councillors seem to be in the pockets of the developer and possibly have undeclared interested in the land to be developed. The elected councillors are supposed to deliver what the electorate want to see, however, they seem to have their own agenda to fulfil at whatever cost, and this doesn’t matter to them as many do not live in this area. The residents of Waterbeach very much enjoyed hosting the many MOD personnel in the ‘camp’ over the decades it was operational. We do not have objection to development of the original ‘camp’ area. However, we do not wish to see our agricultural land continue to be turned into a concrete jungle under the pretence of providing affordable homes for local people. That is complete rubbish. The train station move will provide perfect transport connections for those moving here (to the proposed new town) from out of the area. These people, likely priced out of areas in the city (i.e. London), are the only people who can afford to buy an expensive 4/5 bedroom house AND pay the £6k plus fee for a train ticket back to London. The lack of Local Plan is causing no end of destruction to currently thriving communities in a time when most people do not even know their neighbours. This will only continue and we will have a nation of lonely people, living on top of each other in featureless box-like houses.