Planning application S/0791/18/FL  Land between Cody Road and railway, north of Waterbeach, Cambs Object

Dear Planning

The application for the removal of the present Waterbeach station and moving it to the North of Bannold crossing is premature and dependent upon the inspector's recommendations in the Local Plan for the strategic site of Waterbeach New Town (policy SS/5)

The applicant in their transport study quote increased passenger numbers using Waterbeach station. There is also a huge demand from Ely and North of Ely. Network Rail have acknowledged the increase in rail users and will be extending the Southbound and Northbound platforms at Waterbeach station late 2018/19 to meet this demand.

The applicant quotes lack of parking to be an issue at Waterbeach station. There is ample space and screening from Cow Hollow Wood to build a multi storey car park on the existing site in the interim. this could be financed through S106 monies from urban & Civic and RLW Estates.

Modifications to the Local Plan - SCMM067 c i "Highway Improvements including primary road access from the A10" - The local plan and modifications to the local plan stipulate all vehicular access to a new station to serve the proposed new town would be by road from the A10 through the strategic site. Therefore vehicular access should not be through the existing village.

I object to the applicant's proposal to obtain vehicular access to the proposed station via Way Lane and Cody Road for the following reasons:

All vehicular access should only be from the A10.

It is unfair for the residents of Waterbeach to have to suffer speed bumps, pinch points as proposed for in Way Lane and Cody Road.

Speed bumps and pinch points increase pollution and traffic noise.

Cody Road, Bannold Road and Way Lane are access routes for children walking to school and patients accessing the doctors surgery. Pedestrian safety is a concern. Pollution from increased vehicle and shuttle buses may also be a risk to human health.

Waterbeach community primary school will shortly be extended to include a further eleven classrooms which will increase traffic movements in the proposed access route to the station.

The applicant does not provide traffic count statistics for current traffic movements in Cody Road, Bannold Road, Way Lane to justify their proposals nor do they take into account the 300 + dwellings being constructed in the
Bannold Road/Cody Road area which will further increase in traffic movements.

Construction traffic should access the proposed new station from the A10 via the proposed strategic site. It is unrealistic to expect it to access the site from the village and Bannold Drove. It is unclear if the weight and size of such vehicles would not cause severe harm to local streets and services.

There is no mitigation as to how other traffic will be prevented from parking/accessing the station in the Bannold Road/Long Drove area once in operation.

There are no safety plans for the Bannold road crossing which has suffered several fatalities in recent years. There is no provision for pedestrians accessing the River Cam on foot over the bannold crossing as general traffic increases.

There are no safety plans for the Bannold Box road crossing to the North of the proposed station.

In RLW's transport plan it states that the shuttle buses will be free and pick up from the existing station and the village green. This will omit residents who live in the most Western and Northern part of Waterbeach village who currently use the existing station.

Personal safety for vulnerable people living in Waterbeach village using a new station late at night is also of concern.

The proposed scale and size of the new station is overbearing on the open fenland landscape to the South, East and North of the proposed site. I note that the scale is approximate depending upon maintenance requirements by Network Rail. The proposed screening will only partially mitigate the visual impact of such a huge construction.

The proposed station and associated structures will be highly visible from the Fen Riversway walk to the East of the site and change the rural aspect of the village when approached from the East, North and South edges of the village.

It is unclear how people visiting Cambridge lakes to the South of the village which has been granted planning permission by SCDc will access the proposed new station? Perhaps not a material planning consideration but an issue to consider?

Please acknowledge receipt of this email.

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