Objector comments received – 13/5/18 – S/0791/18/FL - Land between Cody Road and railway, north of Waterbeach, Cambs

Clarke
29 Harvey Way
Waterbeach
CB25 9GJ

See attachment for objections.
Objections to proposal for a new station at Waterbeach

Planning Ref. S/0791/18/FL

Access road

In RWL’s public presentation they indicated that access to the station via Cody Road was for the village only. Now they propose that for an unspecified period it would be the sole vehicle access.

Traffic to the proposed station along Cody Road would be travelling in the opposite direction to local residents driving to work and it could become very congested at the junctions on Bannold Road (Denny End Road, Cody Road and Way Lane). These junctions are already busy and will become much more congested when all the new housing off Bannold Road and Cody Road has been completed. This is without adding station traffic to the mix.

The No 9 bus route no longer goes along Cody Road because Stagecoach have found that it is too congested. This does not bode well for using Cody Road as the only vehicle access to the new station.

The estimated traffic flows given in the assessment do not take into account that more people from Waterbeach village will drive to the station because parking will be free and it is considerably further to walk for most inhabitants. It is unrealistic to assume that everyone within 25 minutes will walk to the station, particularly in the winter. It also does not take into account that free parking will make the use of the station more attractive to people from outside Waterbeach and will increase the number of cars travelling to it.

The traffic flows are given per hour but in reality commuters will arrive shortly before train departure times making the peaks much more severe than they are portrayed. The estimated average of one car per minute could translate to four or five per minute prior to train departures. Cody Road is unsuitable for this traffic flow as it was designed to be a residential access road.

An additional concern is that the initial housing in Waterbeach New Town may be constructed from the A10 side of the site without any access road to the station. This would again add significantly to traffic on Cody Road.

The main driver for the relocation of the station is Waterbeach New Town. The lengthening of the platforms at the existing station seems to be a sensible intermediate stage until a decision on Waterbeach New Town has been made.

The first step for the development of Waterbeach New Town should be the construction of the spine road from the A10 roundabout at the Cambridge Research Park to the site for the new station. Then the new station should be built. Otherwise, there would be a significant
increase in traffic through Waterbeach village. The construction of the access road from the A10 should be a condition of any planning approval for the new station.

If the two developers are unwilling to provide this road from the start of development it makes one think that they have no intention of providing it until it suits their build programme.

**Construction traffic**

Construction traffic is envisaged to go via Bannold Drove. RLW did not mention this on their display boards at the public meetings.

This road is only wide enough for a lorry to pass in one direction at a time. To use it for the construction of a station and associated carpark could cause lorries to queue up somewhere on Bannold Road waiting to get up this single track road. Bannold Road near Bannold Drove is quite narrow and this would cause congestion and difficulty for drivers.

Bannold Road is already full of potholes (making it single lane in parts) and more heavy traffic would exacerbate the problem.

Construction traffic for the station for Waterbeach New Town should go via the New Town, not the village.

**Screen planting**

No screen planting is shown to the east of the station so the bridges would be visible from the walks along the Cam. It seems reasonable to insist that screen tree planting be provided for such a structure.

**Design of the station**

For a new town which the developers promote as encouraging sustainable transport, RWL’s proposed “modern” station seems to provide very poor facilities for travellers. There appear to be no public toilets and little shelter is proposed in what is an exposed location.