

Issues arising from residents' objections	Appendix 2
Issue	Response
Principle	
1) Premature, and dependent upon the Inspector's recommendations in the Local Plan	<p>Disagree - There have been no modifications to the draft Local Plan in relation to the railway station other than the addition of the words 'appropriate access arrangements by all modes' to serve the village and the new town.</p> <p>This proposal provides an appropriate access to the proposed new station from the village, and is in the optimum location to serve both the village and the new town.</p>
2) Only benefits the new town and not the existing residents	<p>Disagree - Network Rail are currently undergoing a process that will result in investment that will enable 8 carriage and eventually 12 carriage trains at a greater frequency – this will result in trains with greater capacity and this will be for the benefit of existing as well as future residents of the village and the new town.</p>
3) Line is already at capacity	<p>The application has been made in the context of increased capacity work on the line being undertaken by Network Rail (as part of the Governance for Railway Investment Projects - GRIP process).</p>
4) Is the applicant going to dismantle the existing station	<p>Yes</p>
5) If the station were going to go ahead without the new town going ahead then it will be stuck in the middle of nowhere	<p>The planning application, were it to be approved, is unlikely to go ahead without the new town going ahead.</p>
6) Developers should work together to provide access off the A10	<p>Access will eventually be provided off the A10, but access off Cody Road will be</p>

	used predominantly by village residents in the long term.
7) Concern that Cody Road will be opened up to access the new town development	Cody Road will not be used for motor vehicle access to the new town, but there will be cycle and pedestrian access.
8) Many of the problems with the existing station can be easily fixed, eg. parking and widening of platforms	The problems with the existing railway station cannot be easily fixed.
9) The station will mean that many of the new residents will commute to London so therefore the new houses will not be for the benefit of South Cambridgeshire	Some new residents will commute to London, just like some existing residents commute to London. The planning system cannot control where people work. Some of those people may use the train to commute to Cambridge, and it is hoped that some will also use the train to commute to the new Cambridge South station when it is delivered, as identified in the Cambridge Long Term Transport Strategy.
10) More users of the station will mean busier underground stations in London	This is not relevant to the determination of this application.
11) If the existing station is unsafe then Network Rail should be upgrading it at their cost, not using this as a justification for it to be relocated	Network Rail is not making this planning application. The principal justification for the relocation of the station is so that it can be better located to serve both the new town and the village.
Access to proposed new station	
1) Use of Cody Road for access is poor, passing through a busy built up residential area where families with small children live	Disagree - Cody Road has a less constrained access than Station Road, with less on street car parking and much less traffic. Station Road also incorporates through traffic to Horningsea and the A14 and access to it is also through a busy built up area. Access to the station from users outside the village who will use Denny End Road and Bannold Road (in the short term) will be using a wider and less busy road than

	<p>if they were using Station Road and Car Dyke Road. In the longer term the only users of Cody Road will be those from the village, as users from outside the village (other than those from Horningsea) will use the easier to access route directly off the A10</p> <p>Once the houses currently being built along Cody Road are complete, there will be a total of 30 dwellings along this stretch of road, and all these dwellings will have 2 off street car parking spaces. Although there is some on street car parking along Cody Road, the developments along this road have been designed so that this should not be the default position.</p> <p>This compares to Station Road, which has long stretches of on street car parking with most of the houses between the green and the station not served by any off-street car parking, with two way traffic only able to take place through the use of double yellow lines.</p> <p>It is therefore considered that Cody Road is not a poor choice of access for residents of the village to access the railway station, when compared to the current situation along Station Road</p> <p>Cody Road varies in width from 5.5 to 6m, and Station Road varies in width from 4.5 to 7.25m.</p>
<p>2) Cody Road is already a congested road and this has resulted in Stagecoach no longer using it for buses</p>	<p>It is not and will not be as congested as Station Road.</p>
<p>3) An increase in 73 vehicles per hour over the 3 hour peak 7-10am should be reassessed using a 2 hour peak between 7-9am to give a better understanding of</p>	<p>Disagree - Not justified. Commuter users of the railway station will generally use the station before 8am and after 6pm. In the medium term, user numbers will drop off as users from surrounding</p>

the real peak traffic flow.	villages will access the car park through the new town and off the A10
4) The Bannold Road / High Street / Denny End Road junction will become more dangerous – it needs to be redesigned	This junction will be re-designed in accordance with a scheme to be agreed between the Parish Council and the County Council to make it safer for pedestrians to cross.
5) Free parking will make it busier	If the car park is to be free then this will encourage people to use the car park as opposed to parking on the street, as currently happens with the existing station, with significant numbers of commuters parking their cars around the village green.
6) Will interrupt an ancient access route along Bannold Drove	The wider masterplan for the development of the new town will impact upon Bannold Drove, but in this application it is intended that the part of the drove south of the crossing will be enhanced.
7) May result in deterioration of the access to the sewage works	Disagree – there is nothing in the proposals to suggest that the access to the sewage works will deteriorate. As part of the wider masterplan for the development of the new town, the sewage works will need to be relocated, so will no longer need to use this access.
8) Fantasy that people will cycle to the proposed station in large numbers	Disagree. The applicant is providing more options so that should any user want to cycle to the station from other parts of the village, they will have that option and secure cycle parking will be provided at the station.
9) Routing cyclists and pedestrians along Way Lane and Cody Road is unsafe	Disagree. Cody Road is a lightly trafficked road serving a limited number of dwellings, with no through traffic. Cyclists and pedestrians are not being routed down Way Lane. If you live in the south eastern part of the village and want to walk or cycle to the relocated

	<p>railway station then that is the route you will probably take. The County Highways Officer has not raised any objections with regards to this.</p>
<p>10) There have been several minor accidents at the Cody Road / Bannold Road junction</p>	<p>The published accident reports do not show any accidents in this location.</p>
<p>11) Segregated cycle lanes should be provided on all major approaches to the site, including Bannold Road, Cody Road and other access points</p>	<p>Cycle traffic will not be significant enough to require a segregated on street cycle path. A separate route will be provided along Bannold Drove.</p>
<p>12) Personal safety for vulnerable people using the station late at night</p>	<p>Appropriate levels of street lighting will be provided.</p>
<p>13) Cycling access</p> <ul style="list-style-type: none"> • Object to the link road connecting to Cody Road, bringing traffic through a residential area and its impact on cycle users. • Support aspiration to make Way Lane a key pedestrian / cycle route • Support improvements to Bannold Drove to make it an important cycle access 	<p>Cody Road will be the main access to the relocated station for residents of the village. Users of the station from outside the village will use the main access from the A10.</p>
<p>Bannold Drove</p>	
<p>1) Impact of changing the character of the drove as a cycle path while still using it as a farm and sewage access track</p>	<p>The relatively low rate of use of the drove by farm and Anglian Water vehicles should not significantly impact upon the use of the drove as a cycle access to the proposed relocated station. The route is currently used as a bridleway without any apparent conflicts.</p>
<p>Shuttle service proposal</p>	
<p>1) Pick up from existing station and the village green will not help</p>	<p>Some of these residents will be nearer to the new railway station than they are to</p>

residents of the western and northern part of the village	the existing station.
2) Will this be free in perpetuity	Appropriate management of the car park will be put in place and secured through a planning condition.
Access to station off A10	
1) Create access from A10 to the new station	This forms part of the masterplan for the new town. The masterplan shows the principle access to the station will be from the A10.
Construction traffic	
1) Cody Road unsuitable for construction traffic	An appropriate route for construction traffic will be secured through the use of a Construction Management Plan (CEMP).
2) Construction traffic should go via the new town, not through the village, and developers should work together to enable this to happen	See above
3) It is not clear what the impact will be of construction traffic on local streets and services	See above
Visibility and design of proposal	
1) Opportunity for the proposal to include a significant green lung of open space, tree planting and screening between the new town and the village	There will be an area of green open space in front of the station and mature trees located alongside Bannold Drove are proposed to be retained. Other proposals include tree planting within the car park and alongside the new access road.
2) There should be some screen tree planting from walks along the Cam	The railway station will be a small component of the wider new town proposals and it is not intended that there will be any landscape proposals with the intention of screening views of

	the development from the River Cam.
3) Scale and size is overbearing on the open fenland landscape to the south, east and north of the proposed site	Disagree, it is not considered that the scale and size of the proposal is overbearing, particularly in the context of the wider new town proposal.
4) Design of lift towers is poor	It is not considered that the design of the lift towers is poor. Details of the materials used for the lift towers will be conditioned.
5) Close boarded fences along southbound platform prevents views of fen landscape	Agree – amended boundary treatments have been proposed.
Facilities at the proposed station	
1) The proposal seems to provide very poor facilities, there are no toilets and little shelter	The proposals have been accepted by Network Rail.
2) Current level crossing access to the southbound platform is better than the use of lifts and stairs	Level crossing access between platforms is not the preferred method of access between platforms.
3) Proposed access will cause issues for disabled users – the lift is at the very far end of the platform and the location of the car park will mean that there will be at least a 100m walk from the disabled car park to the London platform	When the proposed new town is developed and the platform is extended, the lift will not be at the far end of the platform, but will be at the centre of the station, providing the most beneficial location for the widest number of disabled users.
4) What happens when lifts are out of action	This can be dealt with by planning condition.
5) How long will the car park remain free	Appropriate management of the car park will be put in place and secured through a planning condition.
Access from users of proposed Cambridge Lakes development	The proposed Cambridge Lakes development does not depend upon the close proximity of the railway station.

	The proposed railway station will be less than 2km further away. The applicant has since withdrawn this application.
Impact on existing village	
1) Proposed speed humps and pinch points along Way Lane and Cody Road increase pollution and traffic noise. Way Lane serves the local primary school, and Capper Road has a nursery and doctor's surgery, both of which will be affected by increased traffic movement.	Speed humps and pinch points along Way Lane and Cody Road are not necessary to make the application acceptable in planning terms. Any new traffic calming measures that may be delivered through the planning application will be subject to discussion between the Parish Council and the County Council.
2) Detrimental effect upon householders who have chosen to live close to the existing railway station, some of whom are elderly and some of whom are non-drivers	The relocation of the railway station will be of benefit to a wider number of residents of the village and the new town.
3) Detrimental effect upon existing villager's health and mental wellbeing	The relocation of the railway station will be of benefit to a wider number of residents of the village and the new town.
4) Harm to amenity of residents on northern side of Capper Road – currently these households back onto open fields	This proposal has to be seen in the context of the draft local plan and the draft allocation for a new town here.
5) Increase in the level of noise and light pollution – the noise reducing berm does not take into account larger vehicles, eg, buses	It is not intended that there will be larger vehicles accessing the site.
6) Detrimental effect upon house prices	Not a relevant planning matter.
7) Community has the station as its core	Disagree - the existing station is not in the core of the village, and the proposed new location will be closer to a significantly large number of existing residents to the north and west of the

	village.
8) Should be proposing new pedestrian crossings at High Street	Any new traffic calming measures such as pedestrian crossings that may be delivered through the planning application will be subject to agreement between the Parish Council and the County Council.
Impact on existing crossings along railway	
1) There are no safety plans for the Bannold Road and Bannold Box level crossings	Not relevant to this planning application.
Existing station	
1) Lengthening the platforms on the existing station seems to be a sensible intermediate stage	Not relevant to the determination of this application.
1) Ample space to build a multi – storey car park on existing car park site and improve other facilities if required	Not relevant to the determination of this application.
2) Extend the car park onto the Network Rail maintenance yard	This is not possible as Network Rail require this land.
3) Relocate the north bound platform so that it faces the south bound platform	Not relevant to the determination of this application.
4) It is not an unsafe station, accidents have been a result of driver error, not the station	Not relevant to the determination of this application.
5) Build another railway station and keep the existing station	This is not possible as the stations will be too close together for signalling purposes.