

FDPC Meeting 07 July 2015 - Notes by C Jones on proposals for Chesterton Station

I joined the public for part of the Cambridge City Council North Area Committee meeting on 6 June 2015 at Shirley School in Chesterton. Network Rail and their area contractors, VolkerFitzpatrick, were given an opportunity to describe their proposals and answer queries.

1) A Network Rail handout was given containing responses from the previous meeting of 12 February (attached)

2) Network Rail (NR) are committed to opening the new station in December 2016 and all their works within and outside the station are programmed around that date.

3) To do this they have started trackside works (OverHead Line Equipment) already and have rebuilt some overhead gantries in weekend possessions. They do this under Permitted Development Rights (PDR) so they don't need to submit a (TCPA) planning application. More trackside works are planned and, although not much was said about the design and rail access, I think FDPC should get confirmation that they plan to use PDRs and not a planning application for this since it affects the need to consult and liaise with FDPC. They may still have to apply/inform a council (City or SCDC) about the plan to avoid noise, dust light and traffic impacts for the work. I doubt Fen Ditton residents will be much affected but we should request that FDPC is notified beforehand especially when night time or weekend work is to take place.

4) Network Rail have submitted a planning application for "Chesterton Sidings Cowley Road Cambridge Cambridgeshire" which is now under consideration by the City Ref No: 15/0994/FUL. This seeks planning permission for the previous station design which is expected to be decided in July 2015 so Network Rail can start work in August 2015. The previous design was applied for by the County Council and was approved so no major issues are anticipated just because the applicant has changed to Network Rail.

5) In addition, Network Rail are considering two changes to the design which for TCPA purposes would be covered by a Section 73 notice (for a major change within the current application area/ site area) and an Addendum (for changes to the car parking in an area outside the current planning application boundary) Both of these changes may lead to additional TCPA consultation with separate decision dates. However, I picked up the point that this planning programme suits Network Rail since the platforms and access bridge above the tracks will be unaffected by any proposed design change. Thus the current application, if granted in July, would then allow them to stick to their current programme of planned possessions and temporary railway closures to build all the lineside works. Any changed design would be built on land away from lineside so train operations are not affected by changes to the planning and construction programme for the redesigned bits.

5) Change 1 - move the existing rail access to the goods yard to a location north of the station but still within their lands so it does not pass under the proposed access bridge. This is clever since it may shorten the bridge and walk to get to the platforms. It also allows the new car parking area to shift eastwards onto land outside the current application area and be further away from the existing houses and to free up some land west of the station.

6) Change 2 - move and change some parts of the station around inside the existing application area. I doubt this or Change 1 will affect Fen Ditton in any new way but hopefully we will see the paperwork before responding formally.

7) Network Rail are looking at a dedicated cycle way from Milton Road to the Station with links to the Business Park to be sited on a strip of Network Rail owned land parallel to the Cowley road access to the station car park. They want the City/County to fund this so it is still a bit uncertain if it will go ahead.

8) The Guided Busway extension to the Station site is under construction now (this is not a Network Rail matter).

9) Milton Road southbound lanes will be re-organised to smooth traffic (again, not a Network Rail matter).

10) There is a separate Network Rail project to upgrade Fen Road level Crossing by November 2016 in time for December 2016. This will be made safer for pedestrians and will allow train speeds to increase to 90kph from 75kph line speeds. It needs discussion with land owners on at least one side since there is land take involved. IMPORTANTLY, to mitigate road works they may look at a temporary new level crossing elsewhere. Some Chesterton residents hoped this could be a permanent asset and suggested a connection to A14 should be considered. FDPC can follow this up once the consultation process has been defined..

11) SELECTED QUERIES FROM THE PUBLIC (before I left at 8.10pm)

-Big concerns over on-street parking (FDPC has previously objected with the same issue if the cycle bridge goes ahead)

- how does planning tie to proposed bridge and Chisholm? ANS: Network Rail state that any such bridge is not a matter for them.

-Councillor Manning " Critical to get links to south of river organised to suit station."

12) NEXT MEETING

There will be a Station Liaison Forum Meeting to be held at 7pm on 13 July at Chesterton chaired by Coun. Ian Manning. I propose to go on behalf of FDPC.

FOLLOW UP

a) The meeting organiser has been requested to confirm if the presentations can be supplied and provide key names /contacts in NR team.

b) A revised written query list was submitted in anticipation of replies to be given at the next meeting.

ADDITIONAL RAILWAY WORKS

VolkerFitzpatrick, contractors to Network Rail, also need to investigate the railway embankment under a set of points around 30m to 100m south of the railway bridge over the Cam, which need attention as they are showing signs of wear. The work will be accessed from the High Street and then along the existing track across the fields to the railway. It is due to take place this summer but the start dates have not yet been fixed. The FDPC Parish Clerk is in contact with Volkers and this is the agreed route of communication.

Charles Jones,
30 June 2015



NORTH AREA COMMITTEE



AGENDA

To: City Councillors: Todd-Jones (Chair), Price (Vice-Chair), Abbott, Austin, Bird, Gawthrope, O'Reilly, Perry, Pitt, Sarris, M. Smart and Tunnacliffe

County Councillors: Manning, Onasanya, Sales and Scutt

Dispatched: Monday, 8 June 2015

Date: Tuesday, 16 June 2015

Time: 6.30 pm

Venue: Shirley Primary School, Nuffield Road, Cambridge CB4 1TF

Contact: Toni Birkin

Direct Dial: 01223 457013

11 **Supplementary Information** (*Pages 5 - 18*)

Network Rail Q and A: Details from meeting of 12 February 2015

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Updated Action Sheet from meeting of 9 April 2015

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NETWORK RAIL RESPONSES TO QUESTIONS RAISED AT NORTH AREA COMMITTEE ON 12TH FEBRUARY 2015 ABOUT NEW RAILWAY STATION

Why was planning permission needed if the land was already under the control of Network Rail?

Planning Permission was needed as the land had never been used as a station.

Why is a new planning application needed and when will it be submitted?

The current permission was given to the County Council, but Network Rail are required to apply for its own permission due to change in funding.

Why a 16 week planning period?

It is the recommended period for determination of major planning applications of this scale and nature.

When will work commence on site?

Work has already commenced on site for site clearance and the project will undertake their first major works to the rail infrastructure in April.

Will the capacity of the station be sufficient in the long term? Surely you will need more capacity to grow the station.

The station has been designed to allow future expansion.

Can you put in footings on the Fen Road side now so it could be opened up in the future to provide pedestrian access to the new station and across the track to the other side?

Network Rail does not own any land in this area and there were no plans to provide access from this area. It was noted that Cambridge City Council owned land in the area and this option could be explored.

What is being done with respect to the Fen Road level crossing?

A risk assessment on the level crossing was undertaken during the development of the project and no additional risk was imported to the

crossing as a result of the new station. Therefore no change is proposed.

What will be the impact on Milton Road and its junction?

The impact on surrounding roads was looked at during the development of the project and it was considered that the station would not have an unacceptable adverse impact on the road from traffic generated. Nonetheless, the County Council did propose to carry out some traffic management measures to improve the efficiency of the system on Milton Road.

What action is planned to improve the safety of Milton Road Junction?

The County Council proposes to carry out junction improvements at the Cowley Road/Milton Road Junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. Further improvement work is also being considered.

When would traffic surveys be completed?

The county council will be undertaking a survey very soon and this will be monitored going forward as a condition of the planning permission.

Won't the layout of Cowley Road and volume of station traffic create safety issues?

The County Council, in their development of the scheme, assessed the impact of the station on the local area. An assessment was also made during the application process, and a condition was attached that ensured that further cycle and pedestrian improvements to Cowley Road were submitted to, and approved in writing, by the local authority.

Will the Network Rail maintenance track alongside Cowley Road be used as a segregated cycle and pedestrian route instead of the busy Cowley Road?

Network Rail Property is working with the County Council to develop this proposal separately.

How close would the cycle bridge be to the Station?

The cycle bridge, as the crow flies, would be approximately 400m from the new station. It would be a little bit further than that when following the cycle and pedestrian routes on the proposed Chisholm Trail.

Will there be a dedicated cycle route to and from the station that safely integrates into the surrounding network?

Cycle routes form part of the station scheme and Network Rail is working closely with the cycle groups to support them on further schemes.

The proposed route to the cycle parking area was circuitous if you entered the station from the furthest point.

The Cycle route is in detail design stage and we will take comments on board.

Is it possible for a cycle route to be provided between the new station and the aggregates rail track?

There are no plans for this at present.

Will the dimensions of the lift allow easy access for cycles, wheelchairs and pedestrians?

The lift will hold cycles (more information to follow).

How many car and cycle parking spaces will there be and will they be adequate for the future?

450 parking spaces and 1000 cycle spaces will be provided, a transport assessment was undertaken during the development of the project and the number of spaces is deemed sufficient for future growth.

What design had been selected for the cycle racks? Would they allow use for those with non-standard bike or who were unable to lift bike onto raised stands?

TBC

Would the cost of parking reflect the need to discourage on street parking (low enough to encourage use)?

Details of the parking charges have not yet been agreed but will be the same as other station car parking facilities.

What will be the impact on resident parking?

Surveys will be undertaken before and after the station opens to monitor the impact on resident parking.

Has adequate on-site provision been made for construction worker parking?

Office space has been rented near to the station site as a construction headquarters. Existing sidings would be used to house a construction traffic car park.

How will public transport links be encouraged?

The station is designed to be an interchange, combining all modes of transport to make them all easily accessible.

The 500m Acoustic barrier appears to be too short and stop short of the station. Why?

The barrier was intended to address properties that would be affected by the new station. Pre-existing rail track noise would not be addressed.

Will light pollution from the station have an impact on neighbours?

A planning condition that ensures that light glow from the station will be controlled and mitigated was attached to the extant permission. The information needed to demonstrate that the lighting will be controlled and impacts are adequately mitigated will need to be submitted as part of the new application for the new station.

The name of the station should be interesting and celebrate its location; can you confirm what it will be?

Consultation is on-going regarding the name of the station. The Cambridge Northern Fringe East Area Action Plan Issues and Options Report consulted on this question and the findings will be passed onto Network Rail and the Department of Transport for further consideration in due course.

Who authorises trains to stop?

The Train Operating Companies (TOCs) and Department for Transport (DfT) agree on the timetabling for the station through their franchise agreements.