

RLW Estates / Waterbeach Development Company

Q: Will climate resilience and solar panels be incorporated into new homes?

A: We will address climate resilience through evolving Building Regulations, but we cannot commit to requirements beyond future standards at this stage. Changing regulations and industry practices will increasingly influence the sustainability measures delivered across the site.

Q: When will the first homes be built?

A: Housing delivery depends on the new railway station and A10 road link. We believe homes could be built before 2030, but there is no firm programme yet because infrastructure delivery, detailed design work and investment decisions are still being progressed.

Q: Is the station relocation simply increasing land value before selling development parcels?

A: No. Infrastructure delivery and substantial Section 106 commitments remain prerequisites to development. Significant investment is still required before housing can proceed, and delivering the infrastructure is a contractual obligation.

Q: Is housing density too high?

A: We recognise that some current areas may be denser than ideal, but we expect higher densities around the relocated station because of its transport accessibility. Areas further away are expected to accommodate more traditional family housing with larger plots and gardens.

Anglian Water – Pipeline & Milton Water Recycling Centre

Q: Where will construction traffic travel during pipeline works?

A: We are still developing design of the project, although works around the pumping station will largely access the site via Bannold Drove. Detailed construction traffic plans will be developed as planning and design work progresses.

Q: Will the Milton Treatment Works' odour improve following upgrades?

A: Whilst we cannot guarantee improvement, we would expect newer treatment technology to improve the mitigation of odour impacts. We will use modern equipment and treatment processes that should help minimise odour generation compared with older infrastructure.

Q: How should residents report odour problems?

A: For customers who notice a spike in odours they should contact customer services on 03457 145 145 so the issue can be investigated.

Q: Will construction works create additional odour problems?

A: We will assess this through environmental studies and future design development

work which will consider mitigation measures during construction and operation. We will also address any planning requirements arising from environmental assessments during construction.

Q: Would Anglian Water reinstate engagement with Milton's air quality liaison group?

A: We think having a Community Liaison Group will be helpful for engagement and so we can explore re-establishing links with the initial group that was set up at the site. As set out at the meeting we are still in early design phases, but once we have progressed further on design, we can progress with external engagement.

Q: Why were archaeological vehicles not routed via the haul road?

A: The archaeology works referred to were associated with the railway station project being carried out by another developer, not the AW pipeline scheme. They formed part of separate preparatory activities for delivery of the relocated station.

Q: Could Chesterton Fen connect to the new sewer infrastructure?

A: We recognise that this has been discussed previously and will review historic assessments before providing further guidance on feasibility. Connections to pressurised rising mains are technically more challenging than conventional gravity sewer connections.

Q: Will pipeline works delay resurfacing of Bannold Road?

A: We will investigate this issue further and respond after checking the highway concerns raised by residents. We are unable to confirm the situation at present.

Q: How is the pumping station funded?

A: Funding for the pumping station is already included within our current investment programme. This is different from later upgrades at Milton, which may require separate regulatory approval and additional funding.

Q: Is the Milton treatment works properly maintained today?

A: The site is ageing infrastructure that receives ongoing maintenance, it requires significant upgrading to support future growth. Our planned investment is intended to improve resilience, performance, and long-term treatment capacity.

Urban & Civic – Development Update

Q: How can residents understand and comment on Key Phase 2 proposals?

A: We have already held engagement sessions, issued newsletters, and responded to direct enquiries. The Key Phase 2 application is being delivered in line with the outline planning consent and provides a framework to design in more detail. We will hold more information sessions as the plans evolve to the more detailed stages.

Q: What is being done about anti-social behaviour around the bridge area?

A: We work with the police, community safety teams, and local groups to monitor

issues and identify opportunities for youth engagement. We recognise residents' concerns and continue to hold regular discussions with partner agencies.

Q: Why are solar panels not being installed more widely?

A: Homes are delivered in line with building regulations, and as these regulations evolve some housebuilders may include solar panels. The homes are built to the existing agreements around sustainability, including air source heat pumps. We work with South Cambs to agree the sustainability measures for each home, and work with housebuilders to ensure these are implemented.

Q: What impact could the Cambridge Development Corporation have?

A: The position is still unclear, and discussions about future planning and decision-making responsibilities are ongoing. We expect further guidance before reaching definitive conclusions on specific applications.

Relocated Railway Station

Q: Why will some construction traffic use local roads?

A: Most construction traffic will use the haul road, but some vehicles will need to access the eastern compound via Bannold Drove and Long Drove. This will represent only a small proportion of overall construction traffic.

Q: Why were residents not informed about archaeology works?

A: We apologise. The works were brief and we considered notification unnecessary at the time, but we accept that communication should have been better. We will apply the lessons learned to future project activities.

Q: What was found during archaeological investigations?

A: Very little was discovered beyond drainage-related features and materials. The county archaeologist has largely signed off the work, and we do not expect any significant archaeological findings to delay the programme.

Q: Will facilities be provided at the new station?

A: Current plans include a waiting room, toilets, staff welfare facilities and potentially a café within the station entrance area. We are continuing to explore how these facilities can be delivered and maintained effectively.

Q: Has the station opening date changed?

A: Construction will start slightly later than originally expected, but our target opening date remains May 2028. The revised programme is driven mainly by signalling and detailed design requirements rather than any change to our opening ambitions.

Q: Why must the existing station close?

A: Keeping both stations open would add delays, reduce timetable reliability, and create wider operational impacts across the East Coast Main Line. Even small timetable changes can have significant national consequences.

Q: Has Network Rail considered retaining both stations?

A: Yes, but our policy is that new stations should not create timetable penalties, so dual operation would not be acceptable. We must consider network performance and strategic railway capacity when assessing proposals.

Q: Could Railfuture's shuttle service proposal solve the problem?

A: Capacity constraints at Cambridge station would still make introducing additional local services extremely difficult. Future schemes, including East West Rail, are also expected to increase pressure on available capacity.

Q: Will the station have ticket barriers?

A: No. The station is planned as an open-access, unstaffed station without barriers. Passengers will be able to move freely through it, as they do at many existing local stations.

Q: Why is solar not included in the station design?

A: The scheme originated before current expectations around solar energy, and the station's electrical requirements limit opportunities. However, we may still consider solar power for ancillary station facilities where it is practical.

Q: Has the station design followed recognised design guidance?

A: We continue to work with designers and planning officers and will consider all feedback on design quality and appearance. We will share residents' and councillors' concerns with the project team.

Q: Will there be an enclosed waiting area on the southbound platform?

A: There will be platform canopies and wind protection, but there will not be a fully enclosed waiting room on the platform itself. Passengers seeking additional shelter will need to use the facilities near the station entrance.

Q: Will there be a shuttle bus between the village and new station?

A: A shuttle connection remains under consideration and is linked to planning requirements, but the details have not yet been finalised. Transport options available by 2028 may influence the final solution.

Q: What benefits does the village gain from the new station?

A: The new station will provide improved accessibility, safer access via lifts and the bridge, better passenger facilities, and integration with wider transport infrastructure. It is also intended to support future development and broader sustainable transport objectives.

Q: Will residents have further input on the station design?

A: We recognise the request for additional engagement and design review opportunities and will consider how further community input can be incorporated before the designs are finalised.