

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB3 6EA

t: 08450 450 500
f: 01954 713149
e: scdc@scambs.gov.uk
dx: 729500 Cambridge 15
minicom: 01480 376743
www.scambs.gov.uk

14 SEP 2006



South
Cambridgeshire
District Council

Our ref: S/0032/06/F/DR/lab
Your ref:
Date: 13 September 2006

Planning Services
Contact: Mr D Rush
Direct dial: 01954 713153
E-Mail: david.rush@scambs.gov.uk

Michael L. Garroway
Director of Resource Development
Cambridge Sports Lakes Trust
Murdoch House, 2nd Floor
Station Road
Cambridge
CB1 2RS

14 SEP 2006

Dear Mr Garroway

Proposed Sports Park, Land between Milton and Waterbeach

I confirm that Planning Committee deferred consideration of this application at its meeting on 6th September. Although it was minded to support the proposal, it considered that a decision was premature pending the resolution of detailed matters relating to drainage, transportation, ecology and landscape.

Drainage

Essentially a Stage 2 FRA is required. I note that aspects to be included in Stage 2 FRA were noted on Page 18 of the Stage 1 FRA. I consider that the technical matters of (a), (b), (c), (h) and (i) are particularly necessary at this stage. These should include detailed design of the perimeter drain and settling basin (capacity, width, depth, invert levels existing and proposed, extent and implications of siltation and details of pumping station), location, details and working method of the penstock telemetry system including contingency plans, detailed design of the railway culvert, details of the award drain (No. 291) siphon (to include depth, size, capacity and contingency plan), details of water levels and depths, work necessary to provide the assurance sought by the Internal Drainage Boards in terms of protection of groundwater levels and abstractor rights and finally details of any hydraulic structures not specified above.

I also attach the comments, which Councillor Hazel Smith read to Committee on 6th September. Your submission should answer the matters she raises, together with those of Milton Parish Council, included in the Committee report.

Transportation

The A10/Car Dyke Road junction road safety audit is being considered by the County Council. A response is awaited.

District Councillor Peter Johnson was not able to attend Committee but his comments (see attached email dated 5th September) were reported to Committee. These were entirely transportation oriented. I have sent a copy of that to the County Council for its consideration. County Councillor, Michael Williamson's comments were attached as an appendix to the Committee agenda (copy attached).

The County Council has also asked in its interim response that, apart from the A10/Car Dyke Road junction, the following areas require further work:

- (a) An assessment of the impacts of an event that utilises the 750 space car park on highway safety, junction capacity and journey times; and
- (b) A detailed junction design for the site access.

As you know, Committee was also concerned about overflow parking occurring in Waterbeach and how this potential problem would be avoided.

A scheme needs to be prepared to ensure that no construction or operational traffic uses roads other than the A10/Car Dyke Road to avoid congestion and nuisance on village roads in Milton and Waterbeach.

Ecology

I refer primarily to the matters raised by English Nature, The Wildlife Trust and Rob Mungovan, the Council's Ecologist, in the Committee report, together with additional comments made in response to the updated ecological assessment submitted in June 2006.

Essentially an ecological balance sheet setting out losses against gains/habitat creation is necessary, together with details required by the above-mentioned consultees.

Landscape

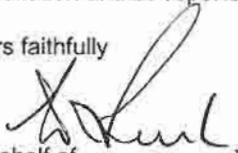
Your attention is drawn to the comments of the Landscape Design Officer on pages 82-84 inclusive of the Committee report.

Further reassurance is necessary that the planting mix will be changed to reflect her and ecological comments and that the mounds will be of a height, profile, gradient and content which allows for establishment of planting and stabilisation of material.

Committee also highlighted concerns regarding the photomontages, the siting of car parks on higher land and the need for cross-sections through the site from the River Cam. Sections B and C ought to be extended south-east to include the River Cam. I would also suggest sections across the Training Lake upstream and downstream of Baits Bite Lock, again to include the River Cam. Finally, I would be grateful if you could check the accuracy of the sections in terms of distance and height against the contour plan (2048 (SK) 17 Rev D). There was mention at Committee of a height of 12m O.D.N. being proposed. It is not clear from this plan, but I cannot, at the moment, find such a contour.

I await your response to the above matters. I enclose a letter requesting an extension of time for the determination of the application in order that the above work can be carried out, be the subject of consultation and be reported back to Planning Committee.

Yours faithfully



on behalf of
GARETH JONES
Head of Planning

Encs.

I have to say that I think that even after all these years of work the planning application is **premature**. Much more of the detail of the plans needs to be worked through so that the planning committee can judge whether this is a scheme that we can support.

Just a few pieces of data that are not in the officers' report. The land rises from about 3.5 metres above sea level at the Milton end to about 6 metres at the Waterbeach end. The level of the water in the lakes will be set by the level of the weir at Baits Bite Lock: this is 3.88m above sea level. The competition lake will be at least 3m deep over the middle 6 lanes of the racing course. So we are talking about a huge earth-moving operation here.

I should also point out on this plan that there is a considerable area higher than 10m (contrary to para 92 in the report) and the highest contour is the 12m contour. This is 7m higher than the railway line or 8-9m above the towpath at that point. Any trees will add to this height of course.

The more detailed plans I see of this, the more I see inconsistencies in what they are planning. For example they have submitted a **contour map** that shows a 5m contour right around the site as though the perimeter drain could simply take all the water from surrounding land round the lake one way or the other and into the river. This would keep the water table in the nearby fields close to what it is now, which is what they aim to do. But the site is not flat so none of this works. The lowest point is where the drains from the oldest part of Milton village head across Milton Fen, at about 2.6 or 2.7m above sea level.

The problem there is that they've positioned the sump (from which the water is to be pumped) at 900m further North than this lowest point so the water will have to flow uphill to get to the sump, or in a deeper and deeper ditch. This ditch ends up 3 to 4 m below ground level at the location of the **sump**, according to their own drawings. And if the sides of that ditch are sloping, that makes the ditch 15m wide at least. It is shown about 4m wide on the map. Is this then to be a very deep concrete trench? That would seem to be the only way that it could be that narrow and deep and not drain all the ground water from the adjacent fields. And this is the area where water voles are to be relocated to, which makes a nonsense of that part of the ecology report.

It is the drainage of **Milton village** that we are most worried about. There is not a lot of drop on the ditch through the village and much of the water seems to seep into the gravel eventually and disappears. We have gravel about 2 to 3ft below the surface. We have to presume that there is an underground seam of gravel through which this water is carried away downstream. We haven't seen any modelling of the underground aquifer: that work has simply not been done yet. The Sport Lakes will be 3m deep, lined with supposedly impervious clay, like a 3km long bath tub sunk into the ground between Milton and the river. It will effectively cut off any underground channels in the gravel which previously ran through where the lake would now be. We need to be sure that our village will continue to drain well through this new regime.

Another concern is on the heights of the **mounding**. The slopes are shown as up to 1 : 2.5 in gradient. I have expressed doubt as to whether this will hold up and not slip. We experienced a lot of subsidence on the A14 in the Milton section due to the clay slipping and I have been told that a slope steeper than 1:3 in this Milton clay would not necessarily hold itself up.

If that were the case then all their cut-and-fill calculations are wrong. In order to avoid taking spoil offsite the lakes would have to be shallower than the current design, or alternatively the banks at the side, already up to over 12m above sea level, would have to be even higher. And trees would add to the visual effect. Any reduction in the depth of water would make the lake not suitable for top-class competition, so we would certainly end up with higher banks, or spoil taken off-site, both of which are unacceptable.

CSL have said they will abide by any conditions that Netrail want to impose on the banks by the railway: I would like to be sure that Netrail know that the storage lake will hold vast volumes of water at up to 6m or so above the tracks in a clay construction, with the water only 50m away from the railway. A breach in the wall of that storage lake would cause mayhem downstream and wash out the railway.

There is also the drainage of **North Cambridge** to consider. The First Public Drain takes water from the Halifax Road and Oxford Road area of Cambridge right across including Arbury and the Northern Fringe. The plan proposes to take this water through a siphon under the Canal. I am worried that the siphon might not take the volume of water it needs to in extreme conditions.

There are also high banks on either side of the canal where the spoil is deposited. There must be wide enough channels through for the flow from the river and the First Public Drain when they are both in spate.

There is also the **Phasing**. The Environmental Statement makes clear that the Lakes do not have to be built all at once: two phases are illustrated, and if different phasing is later proposed I would like the amendment to come back to this committee. Each phase must stand as a workable completed scheme including landscaping and full maintenance arrangements for the pumphouse. The pumphouse will have to be one of the first things they build, and once they cut off our link to the river and fill Phase One at the Milton end with water there is no going back, and we will have a pumped drainage system instead of our natural drainage which works at the moment.

In many ways I can see the attraction of the scheme. However it has to be done properly without any risk to the surrounding residents' amenities and drainage, and I am afraid I cannot support the proposal as it comes before us today.

APPENDIX 1

Comments on CSL matrix of responses

Michael Williamson – County Councillor for Waterbeach, Landbeach and Milton

In this response I wish to focus upon matters that are in my remit as County Councillor for Waterbeach, Landbeach and Milton, that is principally traffic matters.

Traffic issues

The main issue for my division is the effect of the development upon Waterbeach and, in particular, upon the A10, Car Dyke Road and village traffic in general.

Traffic issues are addressed by the County Council on pages 5-7 of the response matrix. They raise a number of points relating to traffic and the development, and have received responses from CSL that are to say the least unsatisfactory. In particular, I am extremely concerned about their proposal for dealing with major events.

Although CSL are looking towards an off-site parking solution for major events, their proposals seem to be lacking in detail. Clear proposals need to be seen before the development is finally approved. In particular, I am very concerned that they are suggesting just a 'traffic management plan' rather than accepting that major re-engineering of the Slap-Up junction might be needed. If their proposals are accepted, by the time we discover that there are major problems at events it will be too late to get from them a developer contribution.

Those of us who have lived in Waterbeach for over 30 years remember the traffic chaos caused by the Burma Star days at the airfield. In those days the A10 was considerably less busy than it is now, and so it is clear that, unless really effective traffic management measures are in place, together with any necessary junction engineering works, this chaos may well be repeated on major event days.

The A10

I am concerned about the assumptions made for traffic flows on the A10. I note that CSL are using a fairly standard factor for inflation over the period to 2009. However, there is considerable development taking place to the north of Waterbeach, particularly in Ely and towns further north. I believe therefore that close attention should be given to these forecasts.

It is also important to note that traffic flows at weekends outside the normal weekday peak hours are high and seem to be increasing.

The Slap-Up junction

While the use of this junction is not so heavy now that traffic lights have been installed at Denny End, it is still a major access to Waterbeach and there continue to be minor accidents at this junction.

The junction will be the principal access to the site both during the construction phase and when it is up and running. It is thus essential that a detailed assessment be provided by CSL as to the effect upon this junction of the two event types requested by the County Council on page 5 of the matrix. In particular, the potential problems of a number of boat trailers turning right at this point must be considered.

It may be that significant improvements will be required for this junction and these should be paid for by a developer contribution. I would remind the Development, Conservation and Control Committee that the development of 100 houses to the north of Bannold Road in Waterbeach provided a significant financial contribution to the installation of traffic lights at the Denny End junction.

Access to the site

It is essential that all access to the site during the construction phase should be via Car Dyke Road and not through Waterbeach. We would expect clear signage on the A14 and other

local roads to ensure that construction traffic does not use Station Road, Waterbeach which, in any event, has an existing weight limit.

There are also concerns that boat trailers may be tempted to try to use Station Road, Waterbeach. I have been told by a resident of the village who is a keen rower that this will be dangerous and probably impossible. Indeed, I would have major concerns both on Saturdays (when weddings are regularly held at the church) and on Sunday mornings at the times of regular services that there could be major issues if boat trailers tried to negotiate the sharp corner by Waterbeach church. Signage must indicate that Station Road is not suitable for trailers and any literature issued by organisers of events must also state this.

On event days, there are major concerns that traffic will be tempted to use village streets for parking and for access to the site. It must be a condition of granting permission for this development that access to the site on event days should only be from Car Dyke Road off the A10 and that traffic should not be able to turn left into the site from Cambridge Road, Waterbeach. Indeed, it might even be that use of Cambridge Road from Greenside to Car Dyke Road on event days is reserved for residents' access only.

Finally, parking restrictions on village streets for those attending events must be enforceable and strictly enforced.

Rail access

While we would like to encourage travel to special events by train via Waterbeach Station, Waterbeach are concerned that access through the Recreation Ground should be discouraged. A large number of pedestrians crossing this area could well cause disruption to games being played there and, unless they keep to the paths, could cause damage to the grass. Access to the Recreation Ground from the Station Road end is also through an old people's sheltered housing development, and large numbers of pedestrians could cause disturbance to the residents. We would ask that appropriate signage be provided on special event days to control use of the Recreation Ground as a short cut.

Other matters

I note the comments of Milton Parish Council and would support them. Landbeach are less affected by the development.

I have concerns that planning permission should only be granted if the committee are convinced that adequate funds are available for the project's completion. This is a major development with very significant implications for the landscape and drainage of the area. It is vital that the planning authority should ensure that the scheme is bonded so that we can be assured that, once it starts, it will be completed.

*Paul
Milton Parish
Council*

Rush David

From: Peter Johnson [johnson.waterbeach@ntlworld.com]

Sent: 05 September 2006 18:25

To: Reynolds Melissa

Cc: Rush David

Subject: Rowing Lake

Hi Melissa,

With reference to our conversation Monday I have a few notes that I would appreciate you putting to the planning committee on Wednesday as I cannot be there myself,

1. There are concerns that the junction where the A10 meets the Car Dyke Road, is not suitable in its present guise to handle the extra traffic this lake would generate, so we would like to see the junction remodelled possibly with traffic lights.
2. There probably be pedestrians and cyclists coming from the west side of the A10 but there is no provision for them to cross the road safely. A bridge similar to the one at the Butt Lane junction would solve that problem.
3. There would no doubt be extra traffic travelling through Waterbeach which would cause problems for the residents of the village. Station Road is already an accident waiting to happen and extra traffic would only exaggerate this problem.
4. The residents of Waterbeach are also worried that people attending the events would be parking their cars in any available space ; we understand that the theory is for people to drive to the Park & Ride site and get the shuttle bus to the lake. But some people will not do that and the residents are worried about this.

Best regards

Peter

13/09/2006

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB3 6EA

t: 08450 450 500
f: 01954 713149
dx: DX 729500 Cambridge 15
minicom: 01480 376743
www.scambs.gov.uk



South
Cambridgeshire
District Council

Cambridge Sport Lakes Trust
Murdoch House
Station Road
Cambridge
CB1 2RS

Planning Services

Contact: Area 2

Direct Dial: 01954 713186

Fax: 01954 713152

Direct email: dcare2@scambs.gov.uk

Our Ref: S/0032/06/F

Your Ref:

Date: 13 September 2006

Dear Sir/Madam

Proposal: Change of Use of Land to Create a Multi-Sport Park, Construction of Lakes with Water Storage, Canal, New and Changed Roads, Cycling and BMX Tracks, Bridges (3), Engineering Operations, Embankments and Landscaping and Outline Permission to Construct a Sports Centre, Boathouse, Finish Line Towers (2), Warden Accommodation (2) and Amenity Blocks (3)
At: Land Between Milton & Waterbeach In the Parishes of Milton, Landbeach & WATERBEACH
For: Cambridge Sport Lakes Trust

As it will not be possible to notify you of the decision on this application within the period referred to in the letter acknowledging receipt of the application, an extension of time is requested until 13th January 2007 for the following reason: Additional details required, following deferral by Committee Members on 6th September 2006.

If you agree with this procedure, will you please date, sign and return to me the printed slip at the bottom of this letter.

Yours faithfully

Gareth Jones
Head of Planning

Reference: S/0032/06/F

Parish: WATERBEACH

In reply to your letter of 13 September 2006, I agree that the period for considering this application may be extended until 13th January 2007.

Yours Faithfully

Please sign and return this slip to:
The Head of Planning, South Cambridgeshire District Council
South Cambridgeshire Hall, Cambourne, Cambridgeshire, CB3 6EA