

WATERBEACH NEW TOWN

A SPATIAL FRAMEWORK & INFRASTRUCTURE DELIVERY PLAN

SUPPLEMENTARY PLANNING DOCUMENT



South
Cambridgeshire
District Council

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Executive Summary

Introduction

The Waterbeach New Town Supplementary Planning Document (SPD) supplements the new Local Plan policy for the area. The South Cambridgeshire Local Plan allocates land to the north of the existing village over the period to 2031 and beyond for the development of a new town of approximately 8,000-9,000 homes. The new town will provide a long-term supply of new market and affordable homes helping to meet local housing needs and by doing so enable our rapidly growing economy to continue to prosper.

We want the new town to be a place whose residents are proud of and which is a good neighbour to the existing village and Denny Abbey.

The SPD provides further detail on how the new town will be delivered in accordance with the policies set out in the Local Plan. You can read what the Local Plan policy for the new town says in Appendix 3 of the SPD.

What does the SPD have to say?

The SPD establishes a vision for the new settlement, and strategic objectives for the new development. It includes strategic principles for development and place-making that set the quality expectations for the new settlement, to guide master planning of the site. It includes a detailed analysis of the existing site context including development constraints such as heritage assets like Denny Abbey, landscape character and flood risk, and opportunities from the assets already present on the site. It identifies guiding principles that should be used to inform development relating to a number of key themes including movement and place, housing, open space, environmental sustainability and climate change.

The SPD identifies an indicative spatial framework for the new settlement (what goes where), identifying key land uses with the intention of creating a comprehensive development across the entire site.

In combination these overarching design principles aim to deliver a settlement that will prioritise sustainable movement across the new town, creating walkable mixed use neighbourhoods that are of the highest quality, permeable and centred around a convenient, attractive and flexible public transport network, including a new re-located Waterbeach Station. By designing in a comprehensive walking, cycling and public transport network from the beginning, the new town should have a positive impact on travel behaviour and in turn minimise the impact of the settlement on the surrounding highway network.

The SPD also sets out a framework for creating a mixed community where a wide range of housing typologies, forms and tenures should be delivered to meet the housing needs of the area. This includes affordable, self-build, key worker, extra care and older people's housing. These housing types would be supported by timely provision of social, recreational and cultural facilities across the new town which will be of benefit to both new and existing residents in Waterbeach.

In addition, the SPD outlines other vital infrastructure and facilities required to create a successful settlement. These include a multifunctional green network of amenity spaces, onsite healthcare provision, a significant amount of play space for children and young people as well as more formal outdoor sports facilities.

The SPD details that new development would be expected to demonstrate excellence in sustainable design and exceed the Council's existing standards. Buildings across the site will be expected to be designed and built to be energy efficient and use the latest technology

and design methods to minimise the impact of the development on the local and wider environment.

The SPD incorporates an Infrastructure Delivery Plan (IDP) which sets out the infrastructure requirements to support the new settlement and how these infrastructure projects can be funded and secured as part of the development management process.

As the site is in multiple land ownerships, the SPD has been prepared to guide a comprehensive approach to development and infrastructure across the whole site. This is to ensure that the new settlement is delivered as a single unified development. It sets out an approach to delivery that requires coordination between the two developers. It achieves this by requiring, through enforceable legal agreements (s106 agreements) and planning conditions, that delivery and review groups to be established that include the developers as well as South Cambridgeshire and Cambridgeshire County Council.

Where does the SPD fit in?

The SPD should be seen as one of the planning mechanisms that together will help to deliver a successful new town. The new Local Plan sets out the key planning policies for its development to which the SPD conforms whilst adding further detail.

These documents will guide the assessment of the planning applications for the development of the new town. The SPD makes no comment on the suitability of this overall level of development and is clear that it will be for the planning application process to test specific proposals contained in the planning applications in the context of Local Plan policy. To assist this consideration and assessment, the SPD has considered the dwelling type and mix and the infrastructure implications of a range of levels of housing development from the bottom of the Local Plan range of 8,000 dwellings through to the level included in these planning applications of 11,000 dwellings.

This will ensure that the delivery of development and related infrastructure is co-ordinated between these two planning applications which will be secured through the use of appropriate and compatible legal agreements and planning conditions. Subsequent detailed planning applications will be guided by further guidance to include such matters as design coding and individual site master plans.





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FOREWORD

This Supplementary Planning Document (SPD) concerns the Waterbeach New Town allocation. It has been prepared on behalf of South Cambridgeshire District Council (SCDC).

The document provides guidance about how the new settlement should be designed, developed and delivered in accordance with modified policy SS/6 of the South Cambridgeshire Local Plan. It is informed by extensive survey work and analysis that has been undertaken by SCDC and its partners in relation to land north of Waterbeach village.

It has been prepared to guide a comprehensive approach to development and infrastructure across the whole site. There is more than one land owner and site promoter involved in delivering the new town, and it is important that it should be delivered as a single unified development.

This document provides comprehensive guidance in relation to the two principal land holdings and the land surrounding Denny Abbey as allocated in the South Cambridgeshire Local Plan.



1 INTRODUCTION

1.1 BACKGROUND

This Supplementary Planning Document (SPD) has been prepared jointly by Arup and South Cambridgeshire District Council (SCDC), working in collaboration with the site promoters, technical and community stakeholders.

Waterbeach New Town represents a significant opportunity to create a distinctive place that can serve the needs of the strong local economy as well as set a new standard in terms of quality, lifestyle and identity fostered by a new settlement of this scale.

The SPD relates to an area of land covering approximately 580 ha situated about 9km north-east of Cambridge City Centre. The site is focused on brownfield land formerly used as Waterbeach Barracks, accompanied by adjoining countryside to the east and bounded by the railway line. It has been allocated within SCDC's Local Plan for approximately 8,000-9,000 homes alongside associated services, community facilities and necessary infrastructure, with the final number of dwellings to be determined through a design led approach.

Waterbeach New Town will develop over the course of the South Cambridgeshire Local Plan period (to 2031) and beyond. It is one of the key strategic sites helping to deliver the 19,500 new homes required over that time period to meet the needs of the District and ensure South Cambridgeshire's sustainable ongoing growth.

1.2 PURPOSE & SCOPE

This SPD has been prepared to guide the development of Waterbeach New Town; to amplify and build upon the requirements set out within Policy SS/6 of the Local Plan and to

help ensure its potential is realised (the full policy text is included in Appendix 3 to this SPD). The SPD seeks to provide:

- An overarching, high level vision for the New Town;
- An assessment of approximate development capacity;
- A preferred spatial framework which would form the basis for future masterplanning work. This will set out the broad location of the components of the New Town (key structuring elements) to support comprehensive and seamless development and ensure a sustainable, distinctive and legible new settlement is created;
- Guiding principles against which planning applications for the site will need to generally accord and which are intended to support the delivery of a high quality scheme that reflects the distinctive local landscape and context;
- Key strategic infrastructure requirements for the site, and associated mechanisms to secure their delivery;
- Potential general phasing of development areas to ensure a well-served and functioning place is established from the start; and
- Approaches to delivery, collaborative working and next steps.

The SPD is not intended to be overly prescriptive but instead sets out key fixes, principles and mechanisms to guide the development. These are defined as follows:

- **Fix:** refers to spatial or other elements that structure the framework of the New Town as set out in the Local Plan and are critical to its comprehensive delivery.
- **Principle:** refers to a guiding principle intended to provide overarching or directional guidance for the development of the New Town but which can be more flexibly interpreted than a fix.

- **Mechanisms:** these are outlined for all of the fixes and guiding principles of the SPD to ensure such requirements are secured through the planning process.

The SPD is intended to help developers and landowners create a successful place. Once adopted the document will form a material consideration in determining planning applications for the development of the site.

The Local Plan requires the comprehensive development of the site and SCDC will lead and facilitate a shared way of working between the promoters/developers of the site in order to ensure timely delivery of development and associated infrastructure. Thus, where the delivery of such infrastructure set out within the SPD is dependent upon collaboration from other organisations or individuals, applicants will be required to demonstrate formal evidence that this can and will be achieved (see Section 6).

Applications must therefore demonstrate a comprehensive approach to development, as required by Local Plan policy and this SPD.

This document outlines a development package that allows for the separate delivery of different parts of the site whilst ensuring that the overall development is brought forward in a comprehensive way and is deliverable in its entirety over time. This includes the provision of key site wide infrastructure. The remainder of the SPD covers the following:

- **Key Issues** (Section 1.3): an overview of strategic delivery issues the SPD seeks to address;
- **Process and Programme** (Section 1.4): an overview of the next steps involved in progressing the SPD to adoption;
- **Planning Policy Context** (Section 1.5): a summary of planning policy framing the site;
- **Community Engagement** (Section 1.6): a summary of the key issues that emerged during consultation events

that have influenced the development of the preferred Spatial Framework and guidance contained within this SPD;

- **Context and Appraisal** (Section 2): an overview of the site context and features, including an assessment of the constraints and opportunities informing the spatial framework;
- **Vision** (Section 3): sets out the overall vision for the New Town and strategic development objectives to support this vision;
- **Spatial Framework** (Section 4): establishes the key structuring elements and spatial fixes required to deliver the New Town, including the Spatial Framework Diagram;
- **Guiding Principles** (Section 5): outlines a series of guiding principles to guide the development of the New Town across a range of topics;
- **Approaches to Delivery** (Section 6): a summary of the expectations for delivery of the development, including phasing, management and governance of the site, the planning process to be followed and future project management. This section also includes the key infrastructure requirements for the site, including their potential triggers and mechanisms for delivery.

1.3 KEY ISSUES

The Waterbeach allocation is a large and complex site to develop and its success as a New Town will depend on a variety of inter-related factors. Six key strategic delivery issues have been identified for the SPD to address:

1. The need for comprehensive development

The National Planning Policy Framework (NPPF) requires the Council to guide development to the most sustainable

solutions and seek opportunities to achieve sustainable development. The site is extensive and falls into two separate ownerships. Sustainable development and delivery can only be achieved through the comprehensive planned development of a single integrated new town.

The SPD provides a coherent high level spatial framework that transcends land ownership boundaries, as well as including supporting guidance for development to be comprehensively planned and phased. Successful comprehensive delivery will require engagement, collaboration and co-ordination between site promoters/landowners to ensure that the New Town is cohesively designed and well planned with the necessary supporting infrastructure provided at the right time.

2. Supporting a shift towards sustainable access and movement

The new town is located in an advantageous position close to some of the major employment areas on the northern edge of Cambridge and near to the railway line. Such a location provides the opportunity for a significant shift from everyday car use to other modes of transport such as cycle, train and other forms of public transport.

The SPD sets out key access and movement principles, alongside a package of critical transport infrastructure, to support a shift from reliance upon the private car to more sustainable transport methods and choices for both internal and external journeys. As the new town will be developed over a relatively long period of time of at least 25 years, it will be expected to be able to respond to the inevitable technological change that will take place over that time. This change, which is likely to take the form of greater usage of electrical and autonomous vehicles, will need to be factored into layout, street and infrastructure design.

3. Delivering strong communities

The Council is committed to delivering cohesive and strong communities that are

able to meet the diverse needs of all existing and future residents. Waterbeach New Town is located immediately north of the existing Waterbeach village and whilst the village is generally well-served given its size and scale, demands on social infrastructure are growing. The SPD sets out an overall infrastructure requirement with a focus on what will be required early in the development, to help secure the foundation of strong community cohesiveness, as well as enabling the provision of appropriate services.

4. Capitalising on natural assets – a strong green (green space) and blue (water) infrastructure network

When appropriately planned, designed and managed, green (green space) and blue (water) infrastructure has the potential to deliver a wide range of benefits to the New Town, including: sustainable movement; health and well-being; air and water quality; and providing a focus for the community. Taking reference from its setting on the edge of the fen, the SPD focuses on preserving and creating a high quality green and blue infrastructure network, including a new lakeside destination to serve the local area.

As well as protecting and promoting ecological habitats and providing key place-making benefits, this network will also be important in providing opportunities for sustainable urban drainage, respecting the setting of Denny Abbey and maintaining the village character of Waterbeach.

5. Managing a sensitive historical setting

Waterbeach New Town will be located immediately adjacent to Denny Abbey, a Grade I Listed Building and Scheduled Monument. The SPD sets out a strategy to sensitively manage this relationship, re-establish historical links from the village to the Abbey and respect its context and setting.

In addition, there are opportunities to use the site's recent military history along with other historical assets to design routes, buildings and green spaces as established in the spatial

framework.

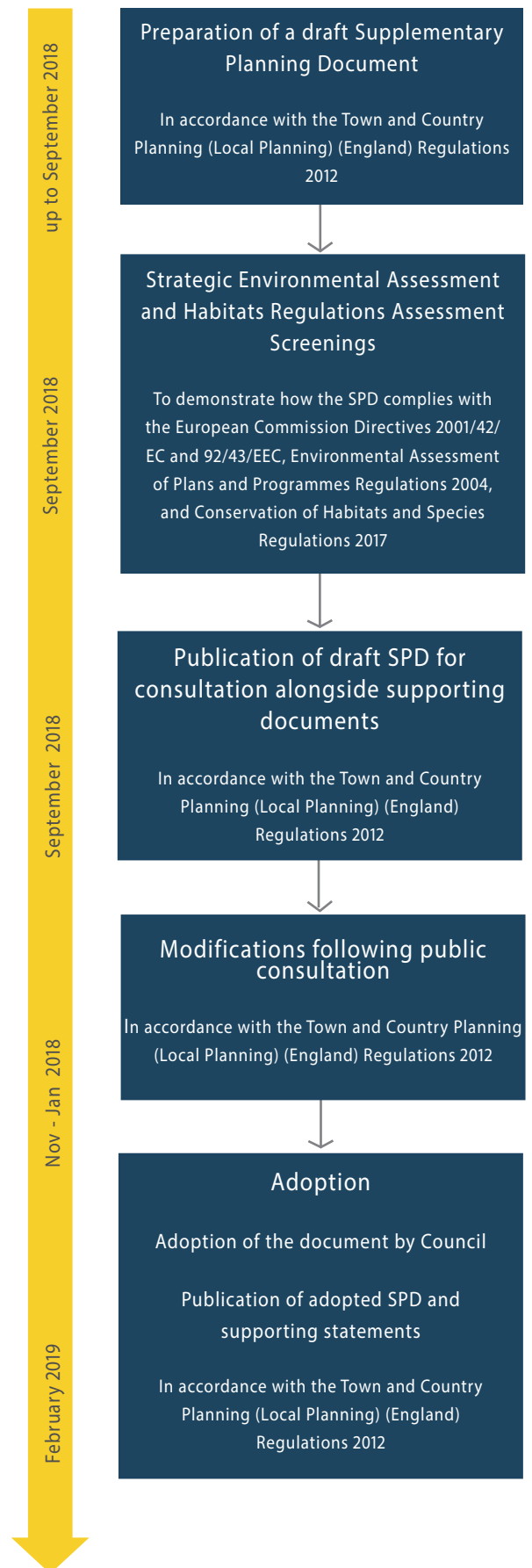
6. Nurturing a relationship with existing settlement(s)

Due to the location of the brownfield site, and given its proximity to Waterbeach village, a balance needs to be struck between retaining the strong local identity of the village and creating a new place with its own identity. It is important for the SPD to balance integration and inter-connectivity between the village and town to enable equal opportunity to access services and facilities together with managing the physical boundary between the two places in a sensitive manner. It is also essential that positive relationships are formed and enhanced with other nearby local villages such as Landbeach, Cottenham, Horningsea and Chittering.

1.4 PROCESS AND PROGRAMME

The diagram sets out the key steps and indicative programme to progress the SPD to adoption.

Fig. 1 | Indicative SPD Programme



1.5 PLANNING POLICY CONTEXT

National Policy

The Government places significant priority on the delivery of much needed new homes. Their overarching strategy includes the release of appropriate public sector land and the re-use of brownfield land; both of which are significant factors at Waterbeach.

National Planning Policy Framework (NPPF) (updated in 2018)

The NPPF provides a positive policy context for the consideration of the New Town. A presumption in favour of sustainable development is at the heart of Government policy and place making based upon the ‘three pillars’ of sustainability – economic, social and environmental components. In brief, the delivery of the New Town would contribute to this agenda by:

- Delivering a range of new homes to meet housing needs;
- Providing a well designed, sustainable place that is well connected;
- Providing economic opportunities (new jobs and connections to existing jobs);
- Providing new and enhanced facilities and infrastructure for existing and new communities;
- Prioritising sustainable modes of transport and movement;
- Bringing previously developed land back into use; and
- Managing and enhancing the natural and historic environment.

The NPPF also recognises the positive role that large scale developments can play in delivering sustainable places and inclusive communities.

SCDC Development Plan

SCDC adopted its new Local Plan in September 2018 to cover the period 2011-2031.

The SPD sets out the Council’s overall guidance for the development of the site in context of, and supplementary to, the policies contained within the South Cambridgeshire Local Plan, 2011-2031. It sets out specific guidance for the development of the site and will be an important material consideration in the determination of planning applications. The SPD is not a stand-alone document and should be read in conjunction with the NPPF, Local Plan and other relevant local planning policy.

The policies of the emerging Local Plan are cross cutting and many will apply to the Waterbeach site in varying degrees (see Appendix 1). Only the most specific policies relevant to the SPD are set out below.

Policy S/6 - Development Strategy to 2031

Identifies land at Waterbeach as a new strategic allocation for approximately 8000 to 9000 homes with associated employment and supporting services and facilities.

Policy SS/6 - Waterbeach New Town

Provides greater detail on the components for the New Town, including the requirement for an SPD to provide greater detail and clarity on spatial outcomes and delivery. Guidance is also provided on the range and mix of land uses expected to support a thriving New Town. The plan which defines the extent of development is shown on the next but one page.

The policy sets out that the New Town will be a sustainable and vibrant new community that is inclusive and diverse. It will have its own distinctive local identity which is founded on best practice urban design principles and reflects its location on the edge of the Fen.

A key consideration for the New Town is establishing and ensuring an appropriate relationship and interaction with Denny Abbey; consequently the policy designates a Major Development Site boundary outside

of which built development is not permitted. The relationship to Waterbeach village and the Cambridge Research Park are also key policy considerations.

There is also an emphasis on achieving a comprehensive sustainable movement framework by prioritising public transport, cycling and walking, provision of Park & Ride facilities and delivery of high quality public transport links to Cambridge, including a segregated busway and relocated rail station.

1.6 COMMUNITY ENGAGEMENT

Many people and organisations have an interest in the proposals to develop Waterbeach New Town. National policy requires that this should be more than a simplified process of scrutinising proposals but involve a creative exercise in finding ways to enhance and improve the places in which people live their lives.

The Council's Statement of Community Involvement (SCI) sets out guidelines over how it intends to involve the wider community in the preparation of plans, policy documents and in planning application decisions.

The initial vision and objectives contained within this document were the subject of discussion with community representatives via a workshop held in the Summer of 2017 and subsequent discussion with representatives of the Waterbeach Neighbourhood Planning Group.

The key points raised through these discussions have been summarised in a separate consultation statement.

In addition to the above, the site promoters have also carried out their own separate public consultation regarding their development proposals. Details of the consultation comments and responses are reported separately within their respective material.

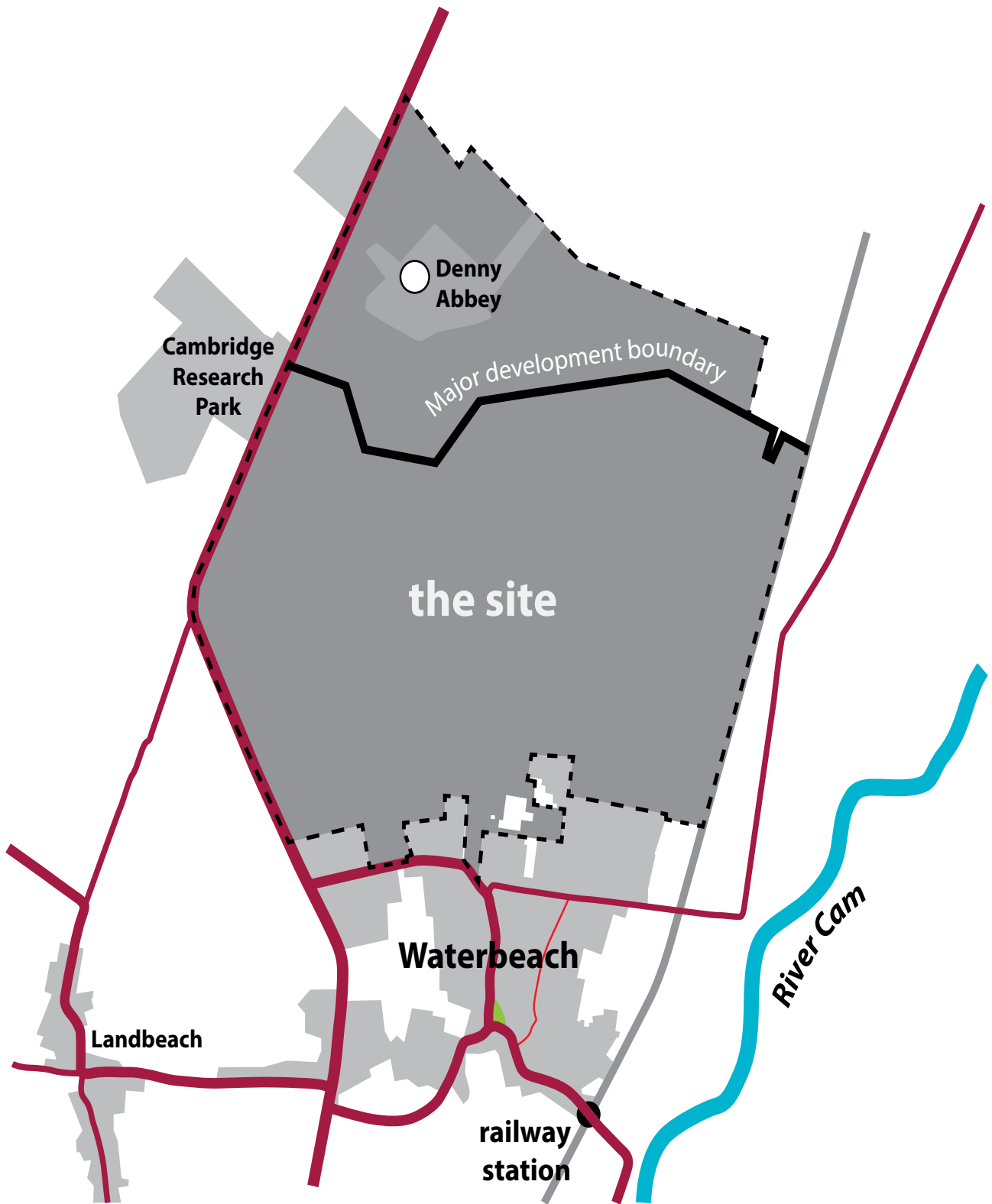
The Council will carry out formal public

consultation on the SPD, the results of which will be fed into the formulation of the final adopted version SPD. When consulting (upon the SPD), the Council will also be required to provide a Consultation Statement that consultation has been carried out that meets the provisions of the SCI.

Stakeholder consultation events



Fig. 2 | Site allocation SS/5



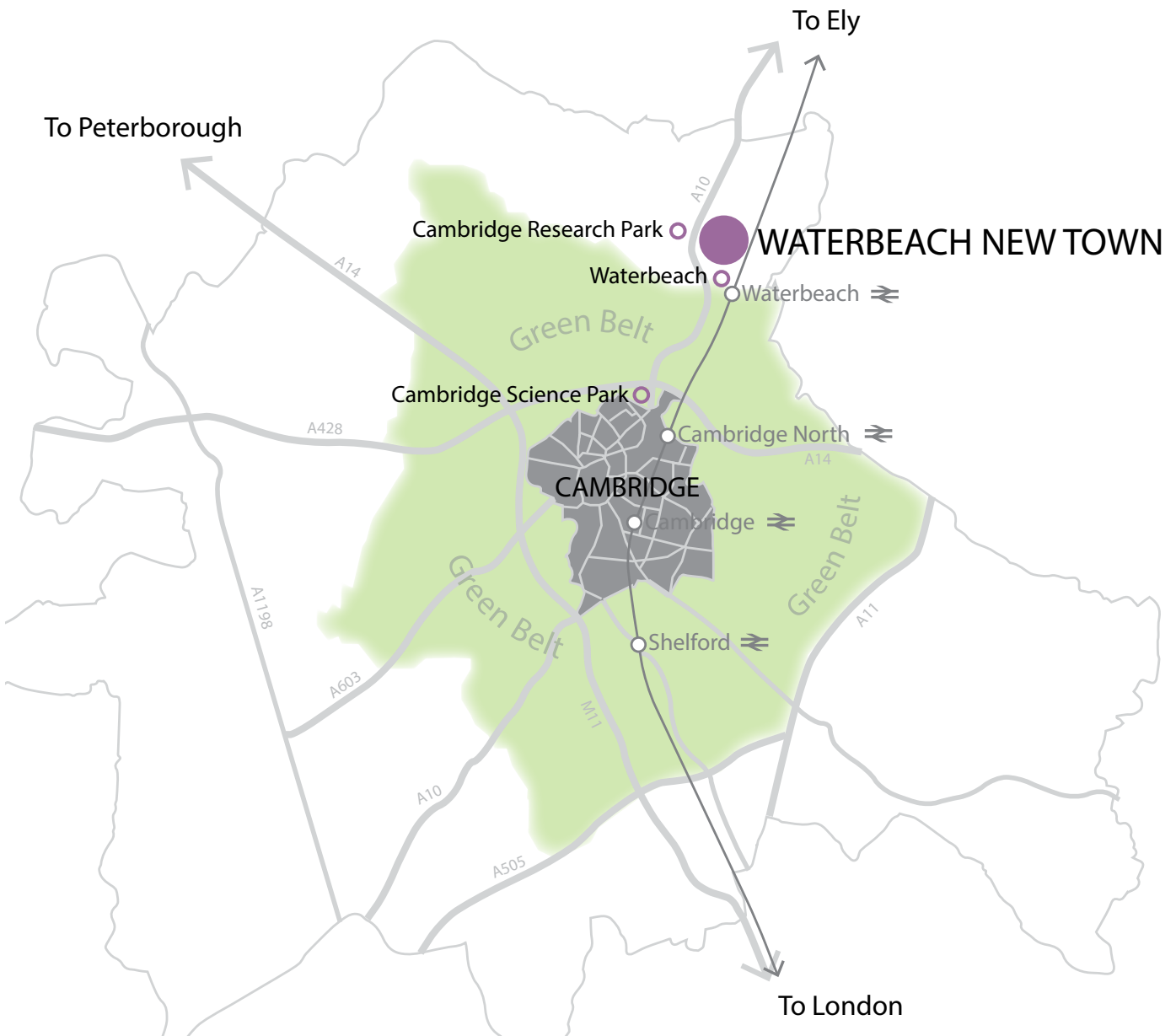


2 SITE CONTEXT

2.1 LOCATION AND LAND USE

The site is located approximately 5km from the edge of Cambridge, bounded by the A10 to the west with the existing village of Waterbeach to the south. The Ely-Cambridge railway line is located to the east and Denny Abbey is located to the north (the extent of which falls within the overall site boundary). Cambridge Research Park is located immediately to the north west of the site, and the entire site for the proposed new town is located beyond the Cambridge Green Belt.

Fig. 3 | Strategic location



2.2 OWNERSHIP

The site comprises a former military barracks and airfield (about two thirds of the site area) and agricultural land. There are former military buildings and structures (including the former control tower and runways) still on-site, a number of which have been brought back into active use (and available for use by the community of Waterbeach). The buildings are located within a generous landscape setting which includes grassland, woodland and a man-made lake.

The site can be sub-divided into three distinct areas:

1. Denny Abbey and its setting
2. The former barracks and airfield; and
3. The fields to the east.

The site is in multiple ownerships. The former military base falls under the ownership of the Ministry of Defence Infrastructure Organisation (D.I.O) and is being promoted for development by Urban & Civic (U&C). Land to the east is held in a Trust that pulls together the individual areas and involves a joint venture led by Turnstone Estates with St John's College and Royal London Asset Management, and is known as RLW Estates.

Denny Abbey falls under the ownership of English Heritage, whilst Cambridgeshire County Council owns a small parcel of land adjacent to the Abbey. The land around the Abbey is controlled by RLW Estates.

Fig. 4 | The site

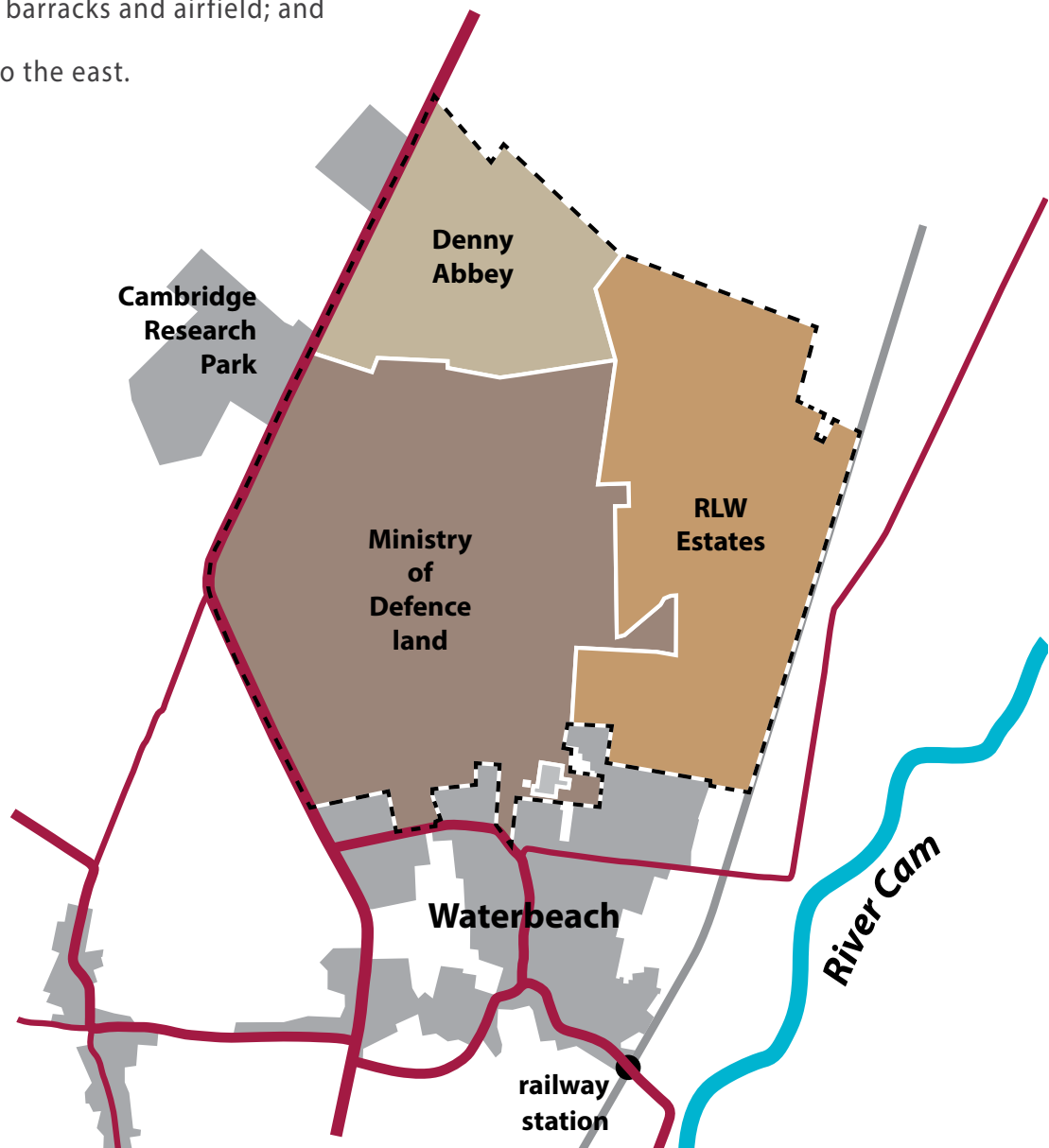
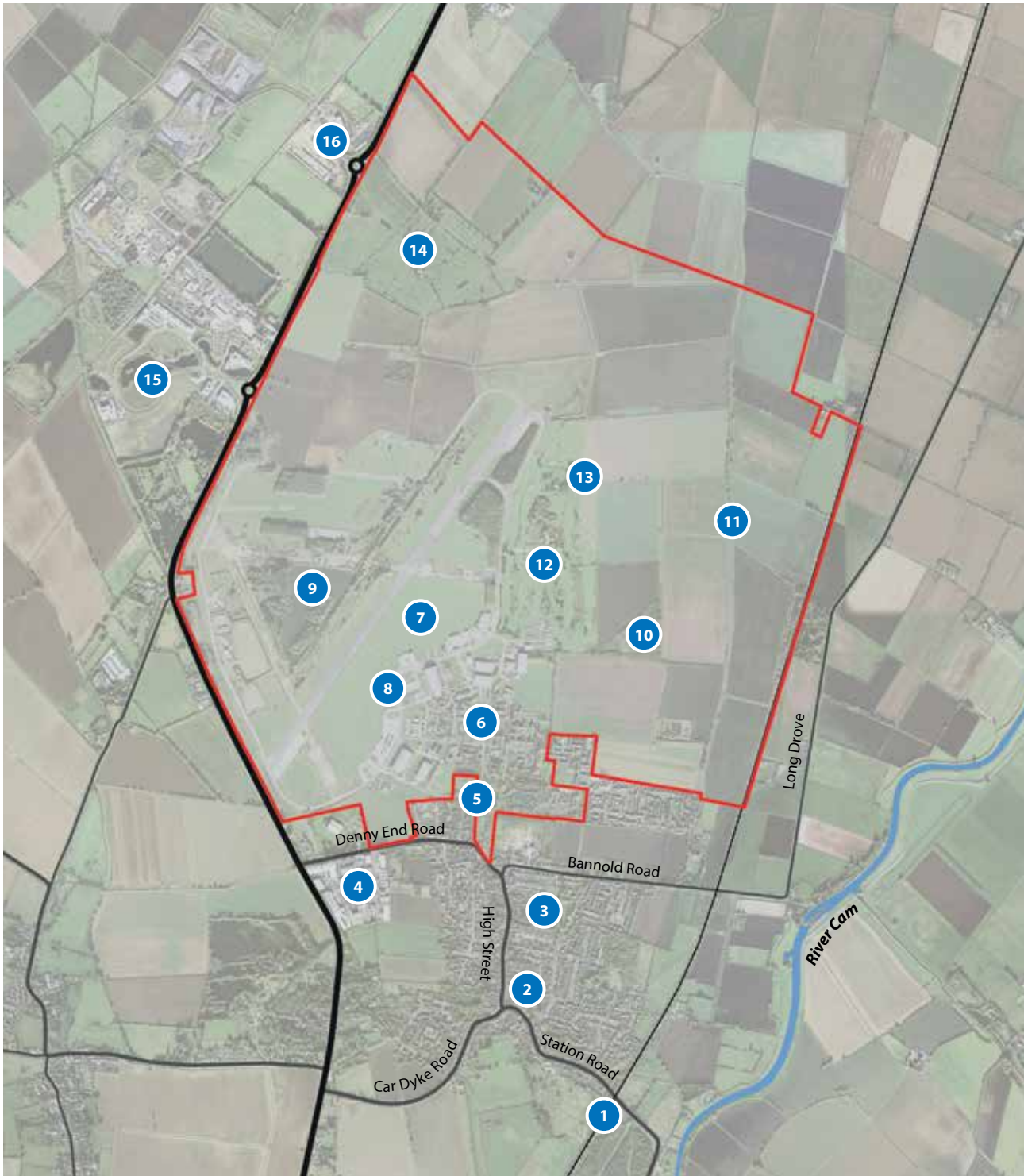


Fig. 5 | The site



- 1. Waterbeach Railway Station
- 2. Waterbeach / Village Centre
- 3. Waterbeach Primary School
- 4. Denny End Industrial Estate
- 5. Military Heritage Museum
- 6. Former Waterbeach Barracks
- 7. Former Airfield
- 8. Former Airfield Watchtower

- 9. Airfield Lake
- 10. Snake Pit
- 11. Bannold Drove
- 12. Former golf course
- 13. Barn
- 14. Denny Abbey and Farmland Museum
- 15. Cambridge Research Park
- 16. Waterbeach Waste Management Park

2.3 ACCESS, MOVEMENT AND CONNECTIVITY

The A10 forms the main vehicular route into Cambridge from the site, with onward travel via connections to the M11 and A1 via the A14/A428. The A10 also provides a link to Ely and Kings Lynn to the north.

Denny End Road, High Street, Car Dyke Road and Station Road form the primary road network within Waterbeach village.

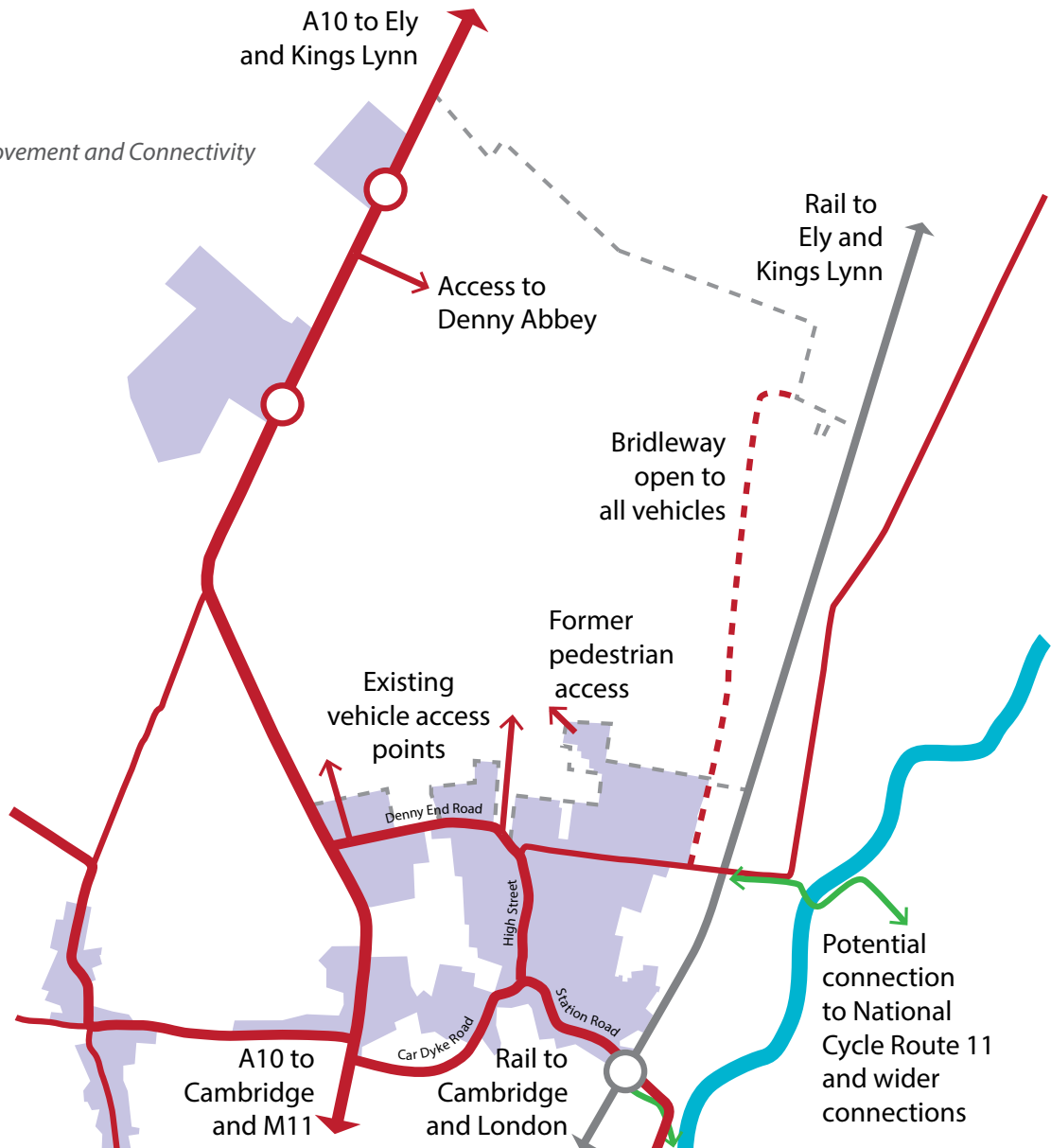
Waterbeach village is served by a railway station which serves Cambridge, London Kings Cross, Ely and Kings Lynn. There are proposals

to relocate Waterbeach station further north, integral to the proposed New Town.

The local area is served by a number of bus services, with existing stops in surrounding villages. The number 9 bus route provides a direct service from Waterbeach village to Cambridge and Ely.

Cambridgeshire has a high proportion of trips made by bicycle compared to the rest of the UK, with around 13% of work-trips from the Waterbeach ward made by bicycle. The site of the New Town is roughly half an hour cycle from central Cambridge and uses the cycle bridge at Milton to cross the A14 to enable

Fig. 6 | Access Movement and Connectivity



access to the Cambridge Science Park and St John's Innovation Park, less than 5km to the south.

National Cycle Route 11 links Waterbeach railway station with Cambridge along the River Cam, with potential links to a widespread network of routes on the eastern side of the river. There is a cycle path running along parts of the A10 to the south of the site. There is limited existing cycling infrastructure within the village or connecting into the site.

Longer distance walking routes exist further north, east and west, and along the River Cam. There are two public rights of way within the site, including Bannold Drove which is a bridleway. The A10 is a significant barrier to pedestrian movement to the west.

The site is presently accessed through the village from Denny End Road. The A10 skirts the western boundary of the site creating potential additional vehicle access points, including the existing roundabout at Cambridge Research Park. Denny Abbey is also accessed from the A10.

2.4 LANDSCAPE, ECOLOGY AND WATER

The site is on the transition between two national character areas: NCA 46 'The Fens' and NCA 88 'Bedfordshire and Cambridgeshire Claylands' landscape character areas.

In general terms, the site is largely flat, with no significant natural topographical features. Notable landforms within the site include a man-made lake adjacent to the main runway, and man-made landforms associated with the former golf course.

Historic man-made landforms are identifiable within the site, including the Car Dyke which runs along part of the western boundary, partial remains of two raised causeways associated with Denny Abbey, and the 'Soldiers Hill' earthworks.

The fields to the east of the site are defined by drainage ditches, very characteristic of the Fens. Ditches flow west to east and are bisected by Bannold Drove.

The site and surroundings slope very gently downwards towards the east and the River Cam, providing extended views in that direction.

The landscape to the east is remarkably flat resulting in long views through, out of and into the site. Such extensive and open vistas are also characteristic of the Fen Edge landscape character. Ely Cathedral is a significant distant landmark to the north.

The field pattern is mostly large-scale strongly rectilinear mosaic. The exceptions to this pattern are in three distinct areas:

- the runways bisecting the site in the west;
- the golf course, containing pockets of woodland and small ponds, is more organic in form; and
- the barracks to the south of the site (which effectively merge into Waterbeach

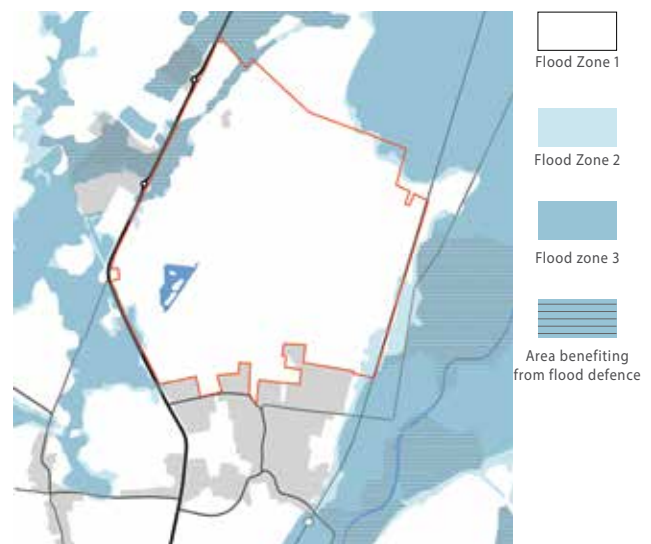
village in places), which are largely built up with a formal grid of streets and associated gardens and landscape.

There are a number of significant stands of woodland on the site. Surrounding the lake and on the islands within it are groups of plantation broadleaved trees in organic arrangements. A range of smaller mixed broadleaved and coniferous stands can be found throughout the golf course in the centre of the site, along with individual specimen trees. More rigid plantations exist between the runways and the golf course and along access roads. The barracks area contains a high number of mature ornamental specimen trees, mostly deciduous, occasionally coniferous, in line with the street grid. The entrance way from Waterbeach is flanked by an avenue of mature deciduous trees.

Characteristic species to be found on the site include common lizards, water voles, bats and badgers.

Small parts of the site fall within Flood Zone 2 (medium probability of flooding) and Flood Zone 3 (high probability of flooding).

Fig. 8 | Flood Zone Map



Refer to Environment Agency Flood Map for Planning for full details

The east of the site



The lake



The runway



2.5 THE HISTORIC ENVIRONMENT

Denny Abbey

Denny Abbey is a Grade I Listed Building and Scheduled Monument, and is located in the northern part of the site. It currently enjoys an extensive landscape setting in an open countryside context.

The monument area also extends to include a number of undesignated heritage assets, including historic earthworks, sections of two raised causeways which formed historic access routes to Denny Abbey, and a 19th century well-head on the west causeway. The setting of Denny Abbey will be protected by the delineation of a major development area, as shown on figure 8 below.

The Denny Abbey Refectory is Grade I Listed and the barn just north of Denny Abbey is listed at Grade II.

Causeways

The partial remains of two raised causeways which formed the historic access routes to Denny Abbey from the village and Cambridge are located within the site. These are symbolic of the link from the village to the Abbey.

The Barracks

The runway and other elements of the former airfield form part of the site's legacy. These include large aircraft hangars, a watertower, runway watchtower, and numerous other buildings dating from the 1940s onwards along with the associated grid-based street layout and landscape. This creates a distinctive character. The existing grid structure could be drawn upon to inform the new pattern of development on site. These elements collectively form part of the distinctive character of the site and its history. In addition, the Watch Tower, a non-designated heritage asset, has potential for future community use.

A number of the barracks buildings have been

brought back into community use including the Waterbeach Military Heritage Museum. The continued use of these buildings will play an important role in integrating existing and future communities as the New Town is delivered.

The barracks site also includes a former golf course which lies to the east of the runways and west of the agricultural fields. The golf course is now overgrown and contains broad-leaf and evergreen trees and wildlife habitat.

Soldiers Hill

Historic earthworks, in the northern part of the site but located outside the Major Development Area, were potentially created in Roman times.

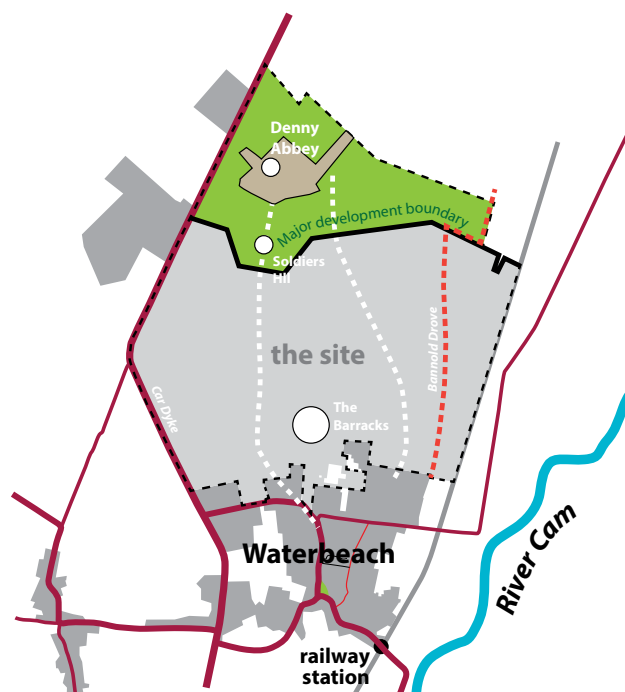
Car Dyke

Car Dyke is an historic man-made waterway, possibly created in Roman times, which runs along part of the site's western boundary.

Bannold Drove

Bannold Drove is a public right of way / bridleway located towards the eastern boundary of the site, flanked by a ditch which runs alongside.

Fig 8 Inherited assets



Denny Abbey



Car Dyke interpretation boards



Historic causeway towards Denny Abbey



Car Dyke



The Barracks



Bannold Drove



2.6 SURROUNDING CONTEXT

Waterbeach village

Immediately to the south of the site is the village of Waterbeach which has a population of around 4,500. The organic arrangement of buildings around the linear High Street and village green at the heart of the village provide a significant contribution to its character. A strong linear form and street pattern with continuous building frontage is typical of much of the core of the village. It has grown significantly through the latter half of the 20th Century.

The historic core, at the southern end of the village, forms the focus of the Waterbeach Conservation Area which contains a cluster of listed buildings and a scheduled monument. The tower of St John's Church, located in the south-east corner of the village, creates a distinct landmark that contributes to the visual amenity of the surrounding area.

Open land to the south, east and west of the village are located within the Cambridge Green Belt.

The Fenland landscape

The land to the east and north of the site is heavily influenced by the landscape of the River Cam which flows around 400m to the east. It is a landscape described as 'Planned Peat Fen' (East of England Landscape Framework), consisting of a flat, low lying and sparsely populated landscape characterised by dark peaty soils. A grid like pattern of large arable fields bounded by drainage ditches is identified as a common feature.

5 km to the north east of the site on the opposite side of the River Cam is Wicken Fen, a RAMSAR Site in recognition of its international importance as a wetland habitat, a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation. In 1999, the

National Trust launched the "Wicken Fen Vision", an ambitious 100-year, landscape-scale conservation project to extend the reserve from Wicken south towards the outskirts of Cambridge, covering an area of 5,300 hectares

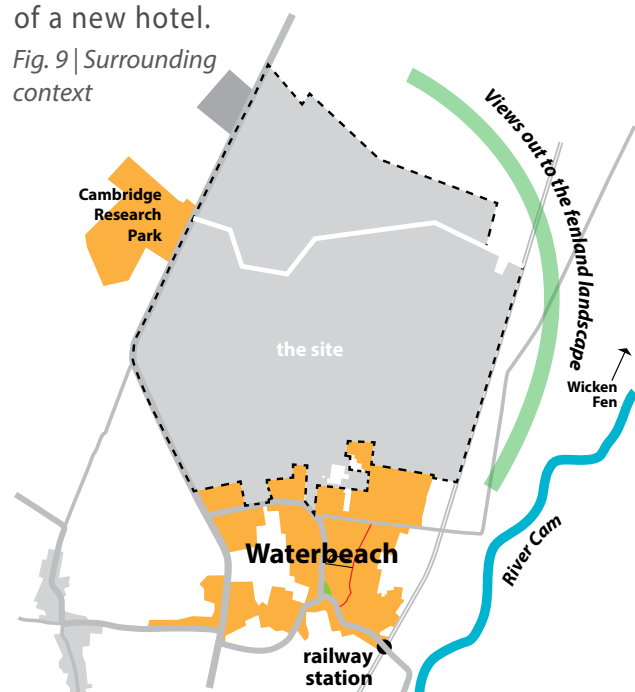
The southern extent of Cam Washes SSSI is situated some 1.6km to the north east of the site. The area is characterised by a series of low lying pastures which are subject to seasonal flooding. The site is an important location for a diverse range of wintering and breeding wildfowl and wader bird species.

There are existing public rights of way from Waterbeach village into the fenland landscape which tend to follow the banks of the River Cam.

Cambridge Research Park

Cambridge Research Park (CRP) is located adjacent to and opposite the site on the western side of the A10. It has a distinctive modern character with expansively glazed buildings arranged within a lakeside landscape setting. It is a key location for local employment consisting of some 30,000 sqm of office floorspace occupied by a number of science, biotech, construction, engineering and technology companies. Planning permission has been granted for the expansion of the park and for the construction of a new hotel.

Fig. 9 | Surrounding context



Waterbeach



Waterbeach village green



Fenland landscape to the east of the site



River Cam



Cambridge Research Park



2.7 COMMUNITY FACILITIES AND SERVICES

Community and retail facilities

Waterbeach has a small high street with a range of small convenience stores, pubs, a restaurant and takeaways. There is existing community space in the village at St John's Church Community Room; Tillage Hall Community Centre; Denson Close Community Rooms; and the Salvation Army on Station Road. The primary school is also used on an occasional basis as a meeting space.

The village also has a Library Access Point

(located within Waterbeach Community Primary School, off the High Street) and post office facilities within a convenience store on Chapel Street. Nearby villages of Milton and Cottenham also have post office facilities, and a mobile library stops at four village locations every month.

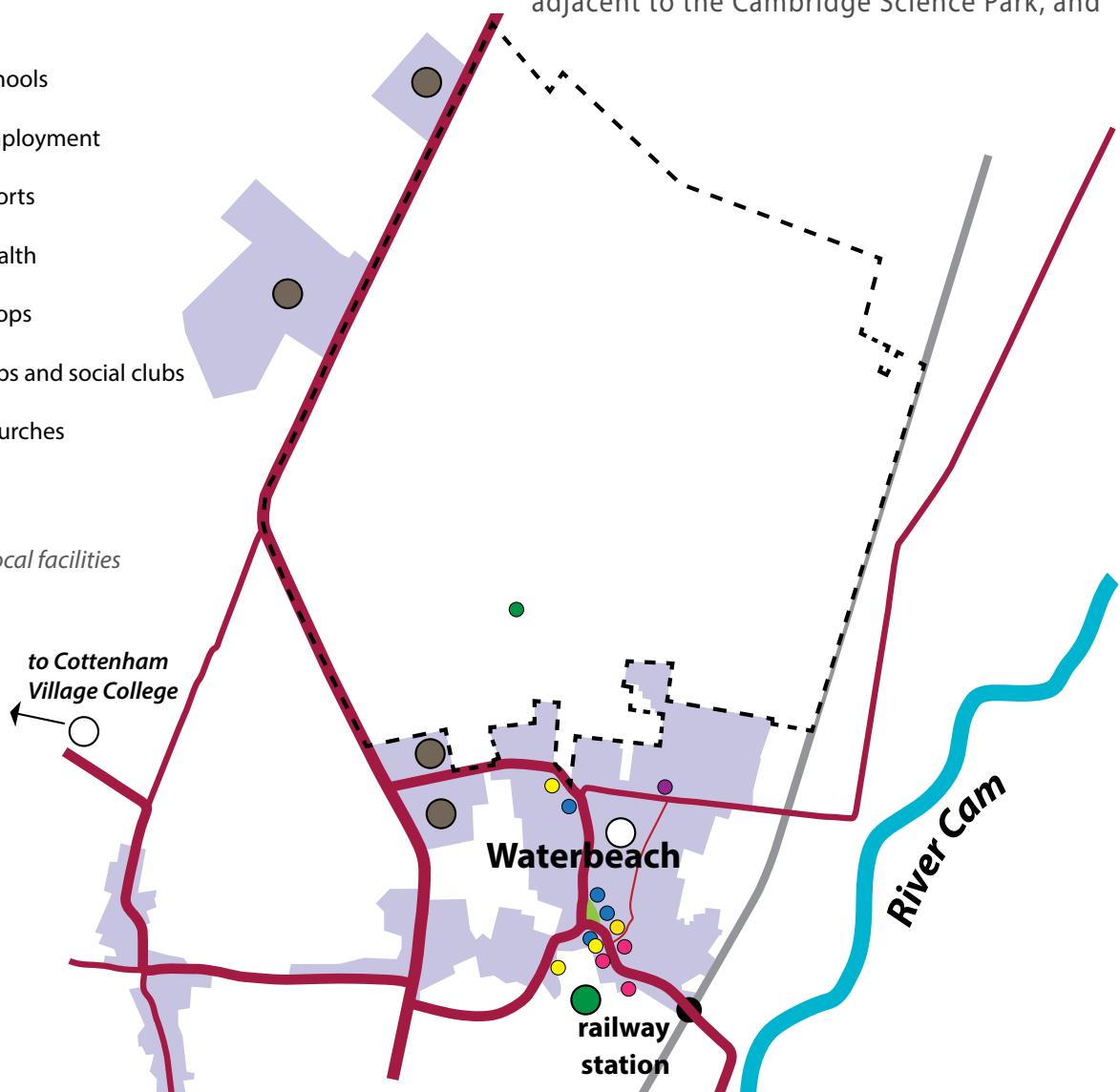
Education

Primary education is provided at Waterbeach Community Primary School. At secondary level, many students attend Cottenham Village College.

There is also a Special School in Cottenham. Students travel further for post-16 education, and from Waterbeach this tends to be to Cambridge schools and to Impington Village College. Cambridge Regional College adjacent to the Cambridge Science Park, and

- Schools
- Employment
- Sports
- Health
- Shops
- Pubs and social clubs
- Churches

Fig. 10 | Local facilities



the College of West Anglia, located around 3km south of Waterbeach in Milton, offers vocational further education courses.

Sports and leisure facilities

Waterbeach village has a range of sports facilities including: 2 junior and 2 senior football pitches, a cricket square, bowls green, 3 hard tennis courts, a multi-use games area (MUGA) and a skate park.

On the military barracks site a range of buildings have been brought back into use to provide squash courts, tennis courts and a sports hall. The Military Museum is also used for yoga and fitness classes.

Faith

There are two churches in Waterbeach; St John the Evangelist (Parish Church) and Waterbeach Baptist Church. The Salvation Army is also active in Waterbeach with its own hall. The closest Catholic Church, Mosque, Gurdwara and Synagogue are all located in Cambridge.

Health

The medical surgery in Waterbeach also serves Landbeach, Horningsea, Clayhithe and Chittering. Currently the practice has three GPs. There is a pharmacy in the village.

Emergency and civic services

There are no emergency services based in Waterbeach. The closest police station is at Histon. The closest fire station is in Cottenham.

2.8 CONSTRAINTS AND OPPORTUNITIES

This contextual analysis reveals a broad range of potential constraints and opportunities which will help to shape future development proposals. The key points are identified on the following pages.

St John's Parish Church, Waterbeach



Sports Centre, the Barracks



The Surgery, Waterbeach

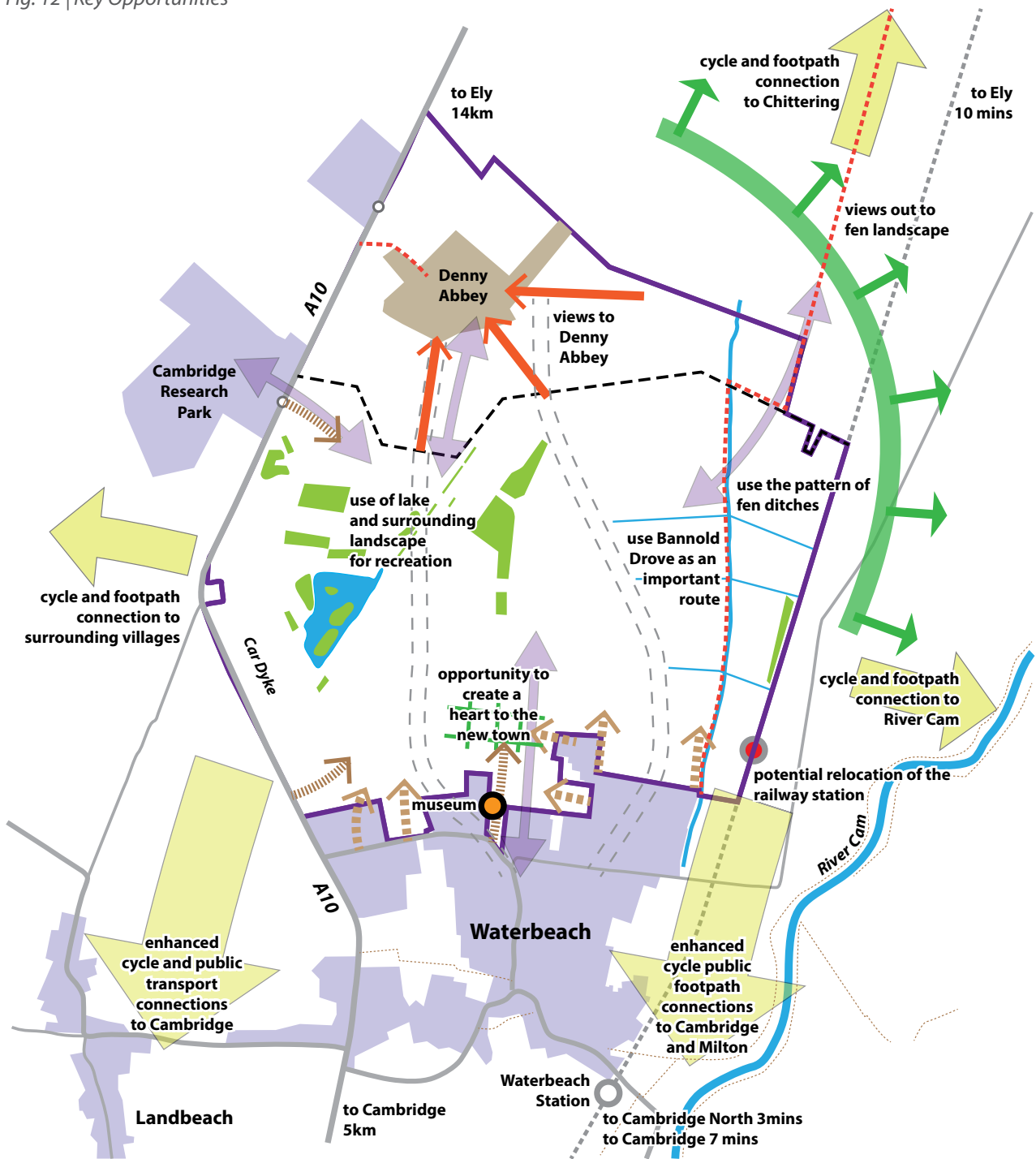


Fig. 11 | Key Constraints



- | | | | |
|--|--|--|---|
| | Pollution, noise and vibration from surrounding uses | | Existing buildings associated with the former use of the site |
| | Flood risk within site | | Existing tarmac runway |
| | Scheduled monument | | Landscape features |
| | Listed buildings (Grades I, II*, II) | | Existing public rights of way within the site |
| | Undesignated assets (eg causeway) | | Northern limit of development |
| | Conservation areas | | Relationship of development with neighbouring dwellings |

Fig. 12 | Key Opportunities



SITE CONTEXT

- Connections to existing local and national cycling and footpath networks
- Connections to Public Rights of Way within the site (PROW)
- Bus and cycle corridors connecting to Cambridge and other locations
- Relocated railway station
- Possible vehicle access routes
- Possible pedestrian and cycle access points
- Potential connections with surrounding areas and villages
- Existing causeway routes with distinctive local character and identity
- Existing water features
- Existing woodland features
- Relationship with Denny Abbey
- Relationship with wider fen landscape



WATERBEACH

3 VISION

3.1 OVERVIEW

The vision and objectives contained within this document have been the subject of discussion with community representatives via a workshop held in July 2017.

They have also been informed by discussions with site promoters and key stakeholders, as well as taking into consideration the feedback received on the emerging development proposals when reviewed by the Cambridgeshire Quality Panel 2016 and 2017.

The aspiration for Waterbeach New Town is to create a place that is:

INDEPENDENT - A comprehensive new settlement with its own identity and facilities.

DISTINCTIVE - A strong sense of place rooted in its rich local heritage and landscape, alongside an emerging modern character and culture.

WELL CONNECTED - Easy to move around, in an environment where active travel and public transport are the norm.

HEALTHY AND SAFE - A high quality environment which supports active travel and outdoor recreation.

VIBRANT - Attractive, mixed-use neighbourhoods which offer diverse and active lifestyles to residents, workers and visitors.

ATTRACTIVE AND MODERN - Well designed buildings, public spaces and landscapes which are beautiful and stand the test of time.

INCLUSIVE - A socially mixed community where people of all abilities and life-stages live happily, served by excellent infrastructure, facilities and amenities.

SUSTAINABLE & RESILIENT - A sensitive development which minimises its environmental impact through innovative approaches to design and management and demonstrating excellence in sustainable development..

PROSPEROUS - Bustling high street and local centres with a range of employment opportunities that encourage innovation and creativity.

A Vision for Waterbeach New Town

Waterbeach New Town will be an innovative, forward looking, sustainable and healthy New Town set within a rich landscape setting.

It will be a modern and forward thinking development providing opportunities for innovation and creativity which will enable the growth of a new and vibrant community. It will celebrate excellence in sustainable development and be a place with its own high quality and distinctive design and built form rooted in its location close to Cambridge and the Fen edge. It will also be responsive to its context within a mosaic of droves, woodland, pasture, wetland and interconnected waterways, linking with the wider views of the open fenland landscape. The town will be well-connected, both physically and digitally, on a local and regional scale providing enhanced rail, cycle and footpath infrastructure, as well as improvements to the A10. It will be a place of opportunity which will support the successful Greater Cambridge economy and provide space for new small and medium sized businesses to start and flourish.

There will be a structure of walkable neighbourhoods built around existing green and blue infrastructure as well as the valuable historic setting and movement patterns. There will be a strong, constructive and respectful relationship with Waterbeach

village, providing additional transport, leisure, community and employment facilities that will be easily accessible for both existing residents of the village and new residents of the town, whilst ensuring that the village retains its own character and charm, as well as its own facilities.

The New Town will be innovative, embracing new technology over the period of the development, and its role as a sustainable, well-connected place will involve the creation of a new improved railway station, enhancements to the surrounding road network and improved public transport to Cambridge. Walking and cycling will be given priority and new cycleways to connect to the Science Park and Innovation Park on the northern fringes of Cambridge will be created, involving a new bridge across the A10. New and innovative approaches to the provision of car parking will be embedded into the overall design.

Development at Waterbeach will contribute to the delivery of an environmentally sustainable new town, where it is easy for people to make the transition to a low carbon lifestyle. This means making the best use of energy, water and other natural resources, securing radical reductions in carbon emissions, minimising the environmental impact and being capable

of adapting to the impacts of climate change.

There will be a range and differing scale of buildings and densities, with the built form responding to the traditional structure of a market town with a looser, more relaxed building scale and density at the edges of the settlement, particularly to the north. There will be increased building scale and density towards the town centre, the lake and the railway station. The height and form of buildings will correspond to the overall structure of the settlement and to a clear hierarchy of streets and routes contained within. In general terms, streets and public spaces will be well surveilled, with buildings fronting onto them and a clear definition made between public and private spaces.

A vibrant new town centre will be created, together with a series of local centres, which will be the focus for new employment, shops, food, drink, services, community and leisure uses. These centres will create a basis for social interaction and support wellbeing by providing stimulating, inclusive, enjoyable and convenient places that will be provided early in the development.

The New Town will promote locally distinctive design which recognises and enhances the character of the area. It will reflect, integrate and enhance the previous use of part of the site as an airfield. It will also integrate and

enhance the richness of the local fenland landscape and existing features such as the lake, watercourses, the causeways, Denny Abbey, Bannold Drove, the Fen edge and other green spaces. New ecological and landscape corridors will be provided to support a rich diversity of plant and animal life. Such corridors will run both north-south and east-west across the site, allowing for dark corridors where relevant.

With an anticipated population of around 25,000 people, the New Town will provide a full and broad range of accommodation types for households of all ages, incomes and size, including a significant number of plots for self and custom build dwellings, at levels that respond to demand.

Through the early implementation of appropriate management and local governance structures, residents will be able to be involved in the management of their own community from the outset; the active participation on decision making and sense of ownership that will arise from this will also positively contribute to the overall well-being of the population.

3.2 STRATEGIC DEVELOPMENT OBJECTIVES

1 Comprehensive, sustainable development

A site wide approach to delivering a whole New Town and the required physical and social infrastructure.



2 Sustainable movement to, from and around the town

Prioritisation of walking and cycling for local journeys, connecting with wider cycle infrastructures, alongside excellent access to public transport and mitigation of impacts on existing highways.



3 Access to open space and the natural environment

Provision of high quality outdoor spaces which are well integrated and accessible, creating opportunities for play and recreation, and offering the chance for residents to experience nature as part of their daily lives.



4 High quality, innovative and distinctive design

Creation of an identifiable character, responsive to its setting and context, and using sustainable and innovative technology to delivering the highest quality homes and buildings.

5 Health and well-being

Promotion of physically active and socially rich lifestyles for all - a place in which to grow up and grow old, providing the facilities, infrastructure and services which look after the community's physical and mental wellbeing.

6 Strong communities and future governance

Decision making processes which engage with local residents and businesses from the outset, creating a fair and well served place which empowers community involvement and action, and learning from similar examples elsewhere.

7 Co-ordinated delivery

A collaborative approach to designing and delivering the place which transcends land ownerships and individual interests but which enables delivery of the right development and infrastructure at the right time.



8 Biodiversity

Integration and enhancement of the rich biodiversity of the local fenland landscape, sensitively incorporating existing green and blue infrastructure into the new town and creating new ecology corridors.



4 TOWARDS A SPATIAL FRAMEWORK

4.1 OVERVIEW

This section establishes the key structuring elements of the New Town, in particular the required land use and locational fixes required to deliver the policy expectations and the vision.

Spatial Framework Diagram: The Spatial Framework Diagram (shown on the following page as well as at the end of this section of the SPD) establishes the broad structure for development of the New Town and the disposition of key uses, consistent with the Local Plan policy requirements, particularly in regard to the policy requirement to contain built development south of the Major Development Site boundary. The framework plan incorporates a number of structuring elements and fixes. It is however an indicative diagram, so the alignment of the routes and the precise locations of buildings will be determined through the planning application process.

Structuring elements and fixes: A series of structuring elements and spatial fixes are provided, consistent with Local Plan policy requirements. These are critical requirements definitive to the success of the New Town and its comprehensive development; and any planning application would be expected to adhere to them. These structuring elements and fixes are identified

on the spatial framework diagram and explained in the text.

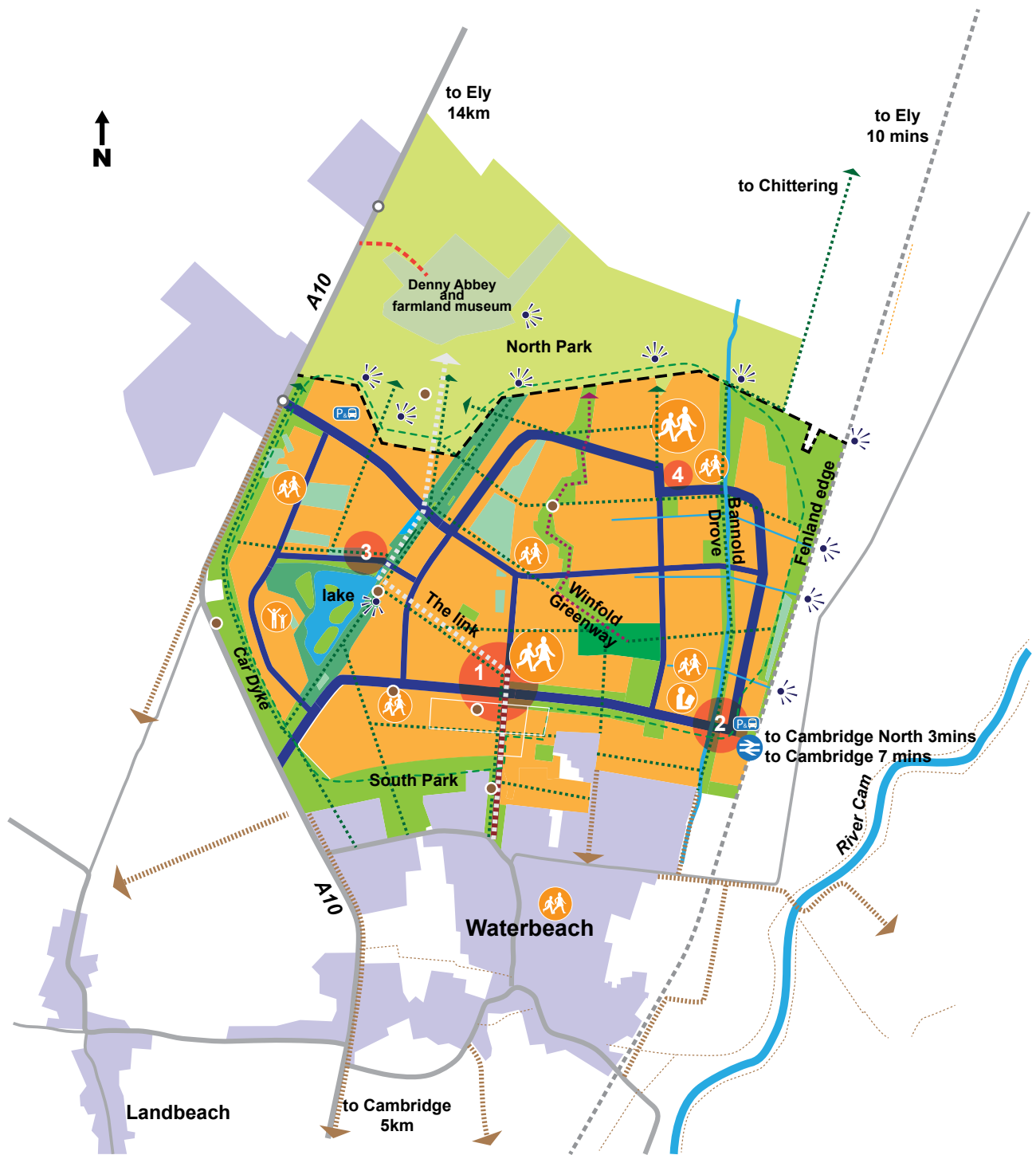
At the end of this section a table is provided summarising the 'fixes' and identifying the required mechanisms to ensure such fixes are secured through the planning process. The table also provides a reference to key policy requirements that the fix relates to and which should be considered in parallel.

Guiding principles: The next section (Section 5) sets out a series of guiding principles for the development of the New Town. These are embedded more flexibly than the structuring elements and fixes. Planning applications would be expected to have reflected these guiding principles in the development of their proposals.

Given the interrelated nature of the spatial strategy some fixes or principles will need to be considered in more than one section. Where possible, cross referencing will be used to minimise duplication. For ease of reference the following denote:

- a spatial structuring element or 'fix'
- a 'guiding principle'

Fig. 13 | Spatial Framework Diagram



Key - Page 70

4.2 KEY STRUCTURING ELEMENTS (FIXES)

This section sets out the key land use parameters established by the SPD and shown on the Spatial Framework Diagram, in accordance with Policy SS/5 of the Local Plan.

The spatial strategy is organised around the following eleven key structuring elements (fixes). These are informed by existing site features, local context and connections to the surrounding area.

Development proposals must fully consider and incorporate each of these structuring elements in order to create a cohesive development that will sit comfortably within its landscape and connect with its surroundings.

Each component is further explored in the relevant sections:

- 1 HIERARCHY OF CENTRES
- 2 EDUCATION
- 3 PRIMARY MOVEMENT AND ACCESS
- 4 PUBLIC TRANSPORT
- 5 DENNY ABBEY SETTING
- 6 PUBLIC SPACES
- 7 GREENWAYS AND CORRIDORS
- 8 INHERITED HISTORICAL LANDSCAPE
- 9 THE LINK
- 10 EDGE TREATMENTS
- 11 AMOUNT, DENSITY AND HEIGHTS

1 Hierarchy of centres

The site will be serviced by a town centre providing the main focus for the town.

There will be three additional local centres to ensure services and facilities are within easy walking distance of all residents. These local centres are the:

- **Station District** – a retail and commercial centre with accompanying civic uses focused around the station;
- **Lakeside local centre** – a leisure and retail centre focused around the lakeside

setting; and

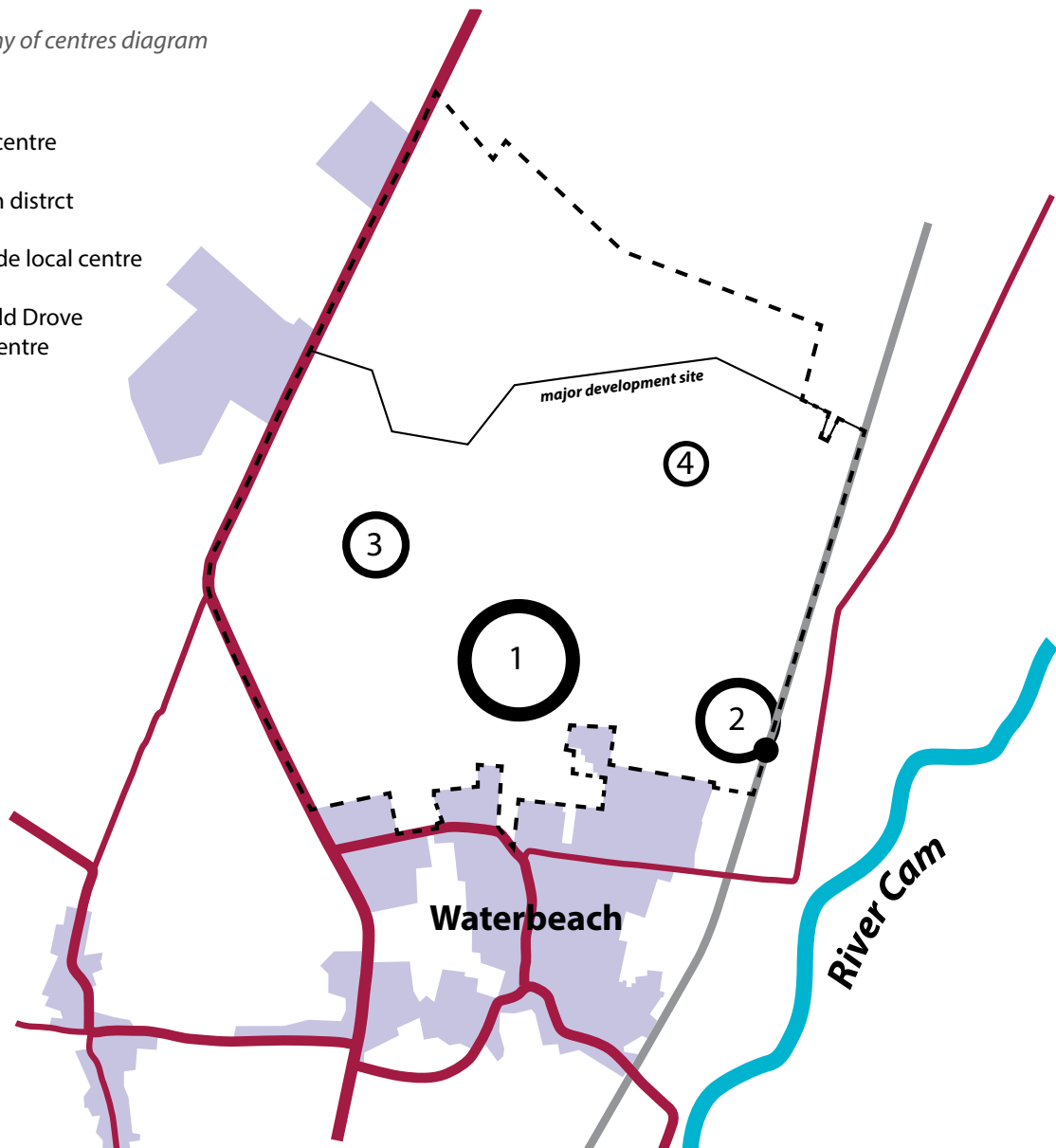
- **Bannold Drove local centre** – a community and retail centre serving the north eastern residential area of the site.

These local centres will act as community hubs and focal points for the local neighbourhood, located at key points in the movement network. They will provide a range of essential local facilities, whilst each will have its own character and land-use focus appropriate to its location.

The range of land uses in local centres will ensure that they do not compete with, or affect the viability or vitality of the Town Centre.

Fig. 14 | Hierarchy of centres diagram

- ① Town centre
- ② Station district
- ③ Lakeside local centre
- ④ Bannold Drove local centre



In addition to residential, other land-uses will include small format convenience retail (with no shop expected to be greater in size than 500 sq m), commercial, leisure, community and small employment spaces.

Primary schools will be co-located with local centres to facilitate linked trips on foot and increase footfall and vibrancy. Community facilities will be located within the town and local centres and opportunities for co-location will be explored.

A variety in the size and type of retail spaces, including temporary and pop-up spaces, will be provided to facilitate a diverse range of independent businesses, creating locally distinctive neighbourhoods.

Temporary retail and community spaces/facilities should be provided in the early

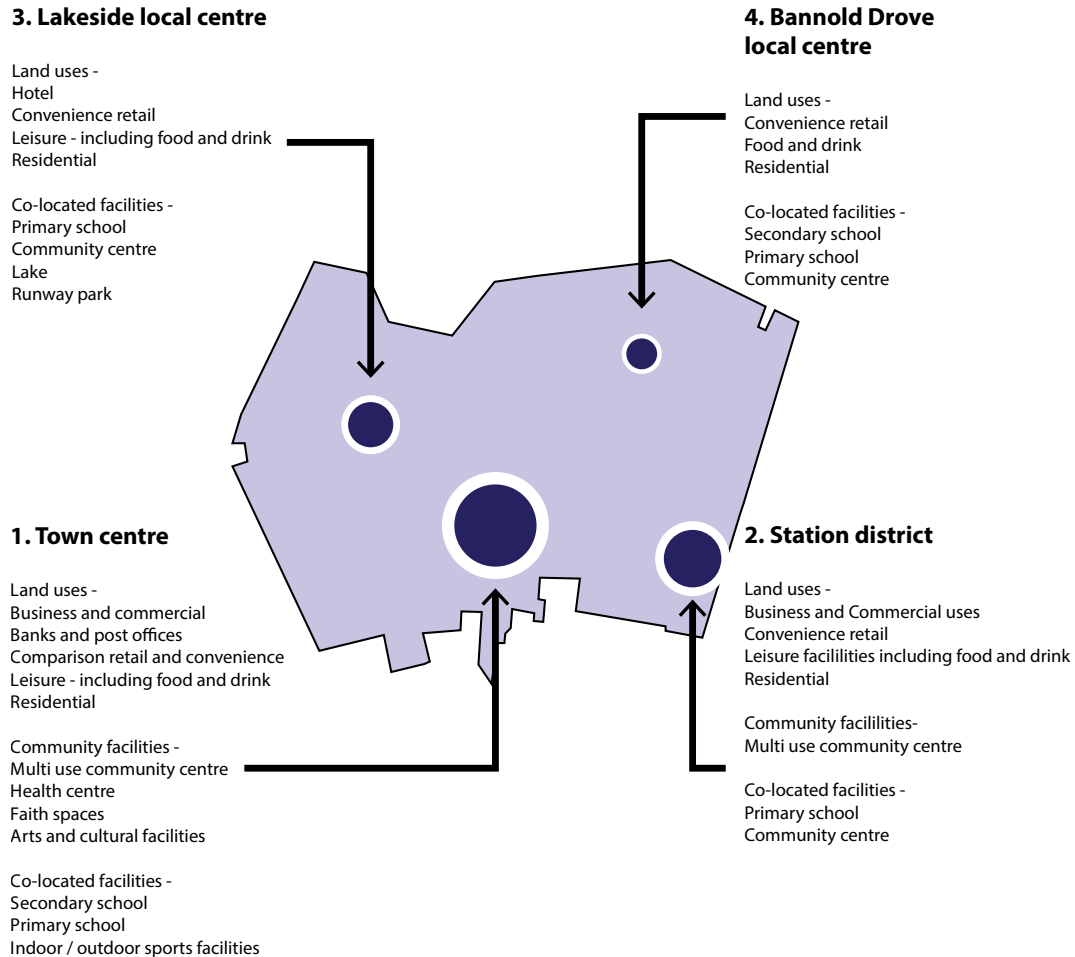
stages of neighbourhood development to create transitional local centres and allow evolution as each neighbourhood is built out.

1. TOWN CENTRE

The town centre will be organised around a high quality mix of uses together with high quality public space. It will include a clearly identified high street and series of open spaces, and will be built to a higher density than the surrounding areas. Buildings will be mixed vertically, with residential uses on the upper floors, helping to bring about increased housing density and therefore activity to the town centre.

The business, retail, services, food and drink needs of the new town will be provided primarily within the town centre and close to the relocated rail station, and

Fig. 15 | Town and local centres



will be established through an Economic Development Strategy secured as part of an outline planning approval and related s106 agreement. The strategy will identify the quantum, type and mix of employment provision required to meet the needs of the town, as well as providing access to local jobs and to support the continued development of the economy of the Cambridge area.

The Town Centre will be the location for the main retail and commercial uses of the New Town. As shown on the Framework Plan, its location will be close to the geographical centre of the New Town and be easily accessible to all residents of the new settlement and Waterbeach village.

The Town Centre will provide a broad range of uses, facilities and services. These could include:

- mixed retail, including a large range of unit size and spaces which support independent retail and entrepreneurship (selling convenience and comparison goods);
- business and commercial uses (including office space, banks/building societies, post offices etc);
- leisure and entertainment facilities (such as food and drink outlets, cinema, health and fitness centre);

- other commercial (B1 uses);
- health and community facilities (including a health centre and a Multi-purpose Community Centre, faith spaces and arts and cultural facilities);
- civic spaces;
- a secondary school;
- residential uses including above retail and commercial premises; and
- uses that support the creation of a night-time economy.

Key buildings and uses should be clustered around areas of public open space, and should include landmark buildings which aid legibility and the creation of local identity.

The town centre will be accessed from Waterbeach village through the existing entrance to the barracks from Denny End Road. This access will be restricted to public transport, cyclists and pedestrians. A small car park located at the existing entrance to the barracks could enable residents of the village to park close to and then walk to the new town centre.

The planning and design of community facilities should be undertaken in partnership with the Council, local community and other key stakeholders. Consideration should be given to the future management of local facilities, including the potential for community asset management.

Fig. 16 | Illustrative Station District Square



LOCAL CENTRES

2. STATION DISTRICT

Land uses at the station district should be complementary to the station and its highly connected location. This will include additional mixed retail, business and commercial uses; leisure and entertainment facilities; community facilities; a sixth form college; and a multi-storey car park (park & ride).

Land uses will be mixed vertically in this high density location, with residential and office uses located above ground floor shops and other uses. This mix of uses will add vibrancy and activity to this key location, with the area of public space in front of the station and the link to the town centre providing the focus for pedestrian activity.

Temporary land uses, such as an appropriate level of surface level car parking, should be considered if the station becomes operational prior to the build out of the Station District. A separate access to the railway station from the village will be created and retained for the benefit of residents of the village and from Horningsea, utilising access from Cody Road.

3. LAKESIDE CENTRE

A mixture of residential, leisure and recreational amenities should be provided at the lakeside centre, taking advantage of the attractive setting of the lakeside to create a visitor destination, in addition to providing community facilities and retail for local residents.

Significant areas of public realm and open space should include a pedestrian friendly boardwalk and viewing platforms. Commercial uses will be largely focused on food and drink activities.

4. BANNOLD DROVE CENTRE

The Bannold Drove local centre will largely comprise land uses serving local residents. It will include a secondary school, in addition to a primary school, community facilities and food, drink and convenience retail.

The local centre will be located adjacent to Bannold Drove and should front the public/ green open space in this location.

2 Education

The new town will be required to provide the following facilities in time to meet evidence of need:

- appropriate early years provision
- five, three form entry primary schools (4ha land per school)
- two, eight form entry secondary schools (8ha per school)
- a sixth form college (2ha)
- one special educational needs school (2ha)

in creating sustainable, healthy and safe communities. The general location of each school is shown on the Spatial Framework Diagram, all being accessible to each other.

The following criteria will be used to evaluate the future location and design of schools:

- level of integration into residential neighbourhoods;
- suitability of adjacent uses, buildings and the character of the area;
- proximity to nearby community facilities e.g. parks, sports pitches;
- connectivity to a network of foot and cycle paths (safe routes to school);

The location of schools plays an integral role

- Primary school
- Secondary school
- Sixth form college
- Special needs college

Fig. 17 | Location of schools



- public transport connectivity;
- proximity to primary and secondary road network;
- health, environmental and safety risks;
- siting of building entrances, frontage;
- safe arrangement of drop-off and pick-up areas;
- public realm treatment;
- future proofing;
- efficient use of land; and
- proximity to the town centre and other local centres so as to establish co-location with other facilities, including car parks.

Consideration should be given to the co-location of sports facilities with secondary schools. Where it can be demonstrated through detailed phases of development that there is or will be community access of sports facilities in a school, this can count towards the overall assessment of sports provision of that phase. The use of school facilities for other community uses, such as meeting spaces, learning, arts and business, will be encouraged.

The first phase of development will be expected to include a primary school. The delivery of the first secondary school (which could be developed in stages) will be agreed at an appropriate trigger point commensurate with pupil generation from the development. For example, to support a four-form entry first phase of a secondary school, approximately 2,400-3,300 homes would be required.

Further detail on the phasing and mechanism for delivery is provided within Section 6 of the document.

Table 1 | Educational Provision

Educational establishments	Locational Factors	Distribution and Location
Early years provision	The preferred distribution will be determined during the detailed design stage.	The quantum and distribution will be determined during the detailed design stage. Early Years provision will be provided in conjunction with each primary school and through private, voluntary and independent (PVI) providers located within the hierarchy of centres to maximise accessibility for all the residents, and support the concept of 'walkable communities'.
Primary schools	Preference for schools to be 3-4 form of entry in size. Can be modular and built out in phases.	The distribution of primary schools will closely align with the spatial location of the defined centres where this is practical and be within 400-600m catchment of homes. Significant overlap of walking distance should be avoided.
Secondary schools	A maximum provision of two schools - key threshold at required provision for more than 11 forms of entry. Additional forms of entry to be included for existing Waterbeach pupils (to be funded by CCC).	The first secondary school will be located centrally within the town centre. The second secondary school, if required, will be located within Bannold Drove Centre and well served by walking and cycling routes.
Post-16 centre	Site of approximately 2ha	The Post-16 centre will be located within the Rail Station District Centre, well served for travel by train and bus. Outside space will be required but this does not have to be directly attached or adjacent to the building.
Special Educational Needs School	Site of approximately 2ha	Land near the A10 corridor should be reserved for SEN due to its requirement to serve a wider catchment and that a significant proportion of pupils will arrive either by private or school transport. Locating the SEN school near the lake may have social development benefits. Co-location of SEN with a primary school can be considered.
All	Proximity to town and local centres, other schools and public car parks.	To ensure an efficient use of land where car parking can serve multiple land-uses.

3 Primary movement and access

Primary movement

The site will be served by two primary access points directly from the A10. These access points will serve the primary streets for the site as shown on the spatial framework diagram. These routes should be direct, whilst at the same time responding to the main landscape and man made features on the site, such as the runway, ditches and woodlands.

The two primary routes will create a loop around the new town and connect directly to the relocated railway station on the eastern

side of the town. In the early stages of the new town a north – south primary route will form a junction at the town centre but will later be closed to north-south vehicular traffic (except for public transport) to prioritise cycling and walking within the new town. The southern arm of this junction will provide the public transport / pedestrian / cycle connection to Waterbeach village.

The southern primary route could be an appropriate location for a mass transit route.

Development proposals must emphasise and prioritise sustainable patterns of movement across the New Town (see Principle 1).

The primary route network will play a key

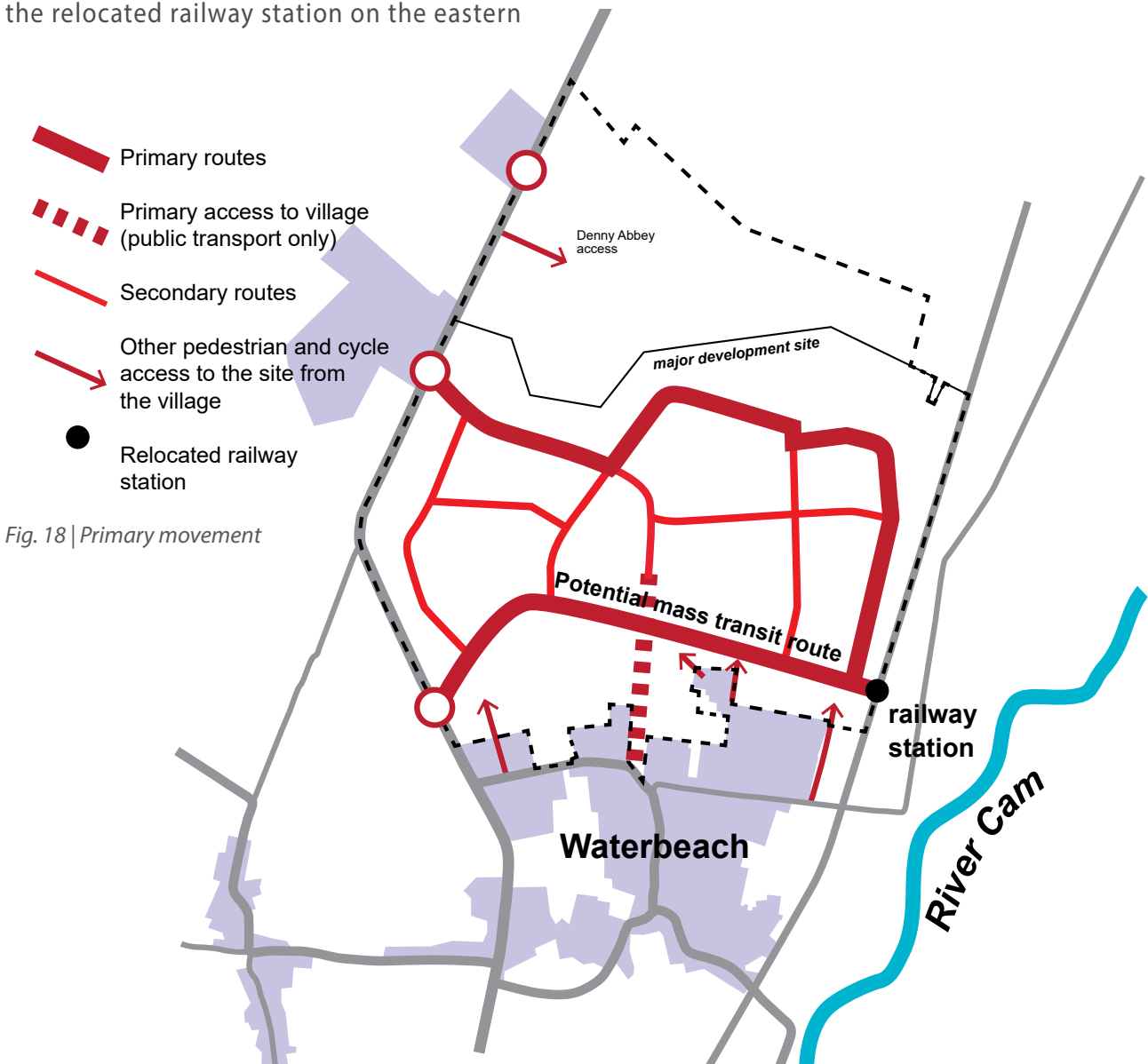


Fig. 18 | Primary movement

role in the wider character and legibility of the site, as well as being key vehicle routes. Quality of the public realm and surrounding built environment is essential to creating routes which connect rather than divide neighbourhoods via the loop primary route.

The Primary route/ high street will also be a highly active location where social life takes priority over vehicle movement. It will be appropriate to limit and tightly manage vehicle access to the high street and town centre area. To restrict through vehicle movements to sustainable modes only as the town centre develops movements north through/around the town centre will be restricted to public transport, cycle and pedestrian movements only. The timing of this change to be determined in accordance with a transport management scheme at key phase approval for the town centre development.

Active travel routes and public transport should be provided at the earliest opportunity to encourage sustainable patterns of travel behaviours from the outset particularly to the new railway station. Development proposals must establish a comprehensive, site wide approach to sustainable travel networks and delivery.

A grid based secondary movement network will be necessary to reinforce both movement throughout the site as well as reinforcing the locally distinctive pattern of existing development on the barracks and distinctive pattern of drainage on the fields to the eastern part of the site. This network should serve residential areas and serve to restrict easy vehicular movements from one area to another except via the loop primary route.

Walking and cycling

The new settlement will prioritise walking and cycling for all local journeys within an overall comprehensive movement network serving and linking all areas and key destinations. All pedestrian and cycle routes will be direct, safe, continuous and attractive. Principles to support the delivery of a walkable and cycle-friendly development are set out under

Principles 2 and 3.

Development proposals should safeguard land to improve or create new direct footpaths/ cycleways between the New Town and Waterbeach village. Key links include:

- Waterbeach Lake to Denny End Road, via South Park;
- access through existing Barracks entrance via Denny End Road;
- access from Winfold Greenway to Cody Road;
- Waterbeach relocated railway station to the town centre, Waterbeach lake and the Cambridge Research Park.
- access along Bannold Drove to Bannold Road;
- access linking Orchard Drive to Cody Road; and
- improvements to the existing cycle provision on the A10 to enhance attractiveness and safety.

Strategic walking and cycling connections

Proposals must make provision for strategic cycle routes that connect Waterbeach New Town with north Cambridge, Cambridge Science Park and Cambridge Business Park. Current route options include:

- Mere Way cycle route (to the west of the site) which would link Waterbeach to Landbeach from Denny End Road (via a bridge across the A10) and then continue to north Cambridge.
- Cycle and public realm improvements through Milton;
- Connections to Chittering, Cottenham, Lode and Horningsea;
- Attractive links to Waterbeach village;
- Improvements to existing cycling provision on A10 and associated crossing facilities;
- Waterbeach Greenway (to the east of

the site) which would link Waterbeach to Milton and the Chesterton ward of Cambridge; and

- Measures to encourage cycle use e.g. cycle hire.

Routes should be designed to be attractive, long-distance and largely off-road cycle routes.

Provision of a foot/cycle crossing between the site and Cambridge Research Park will also be required.

Principles to support the delivery of a walkable and cycle-friendly development are set out under Principles 2 and 3.

The Bounds

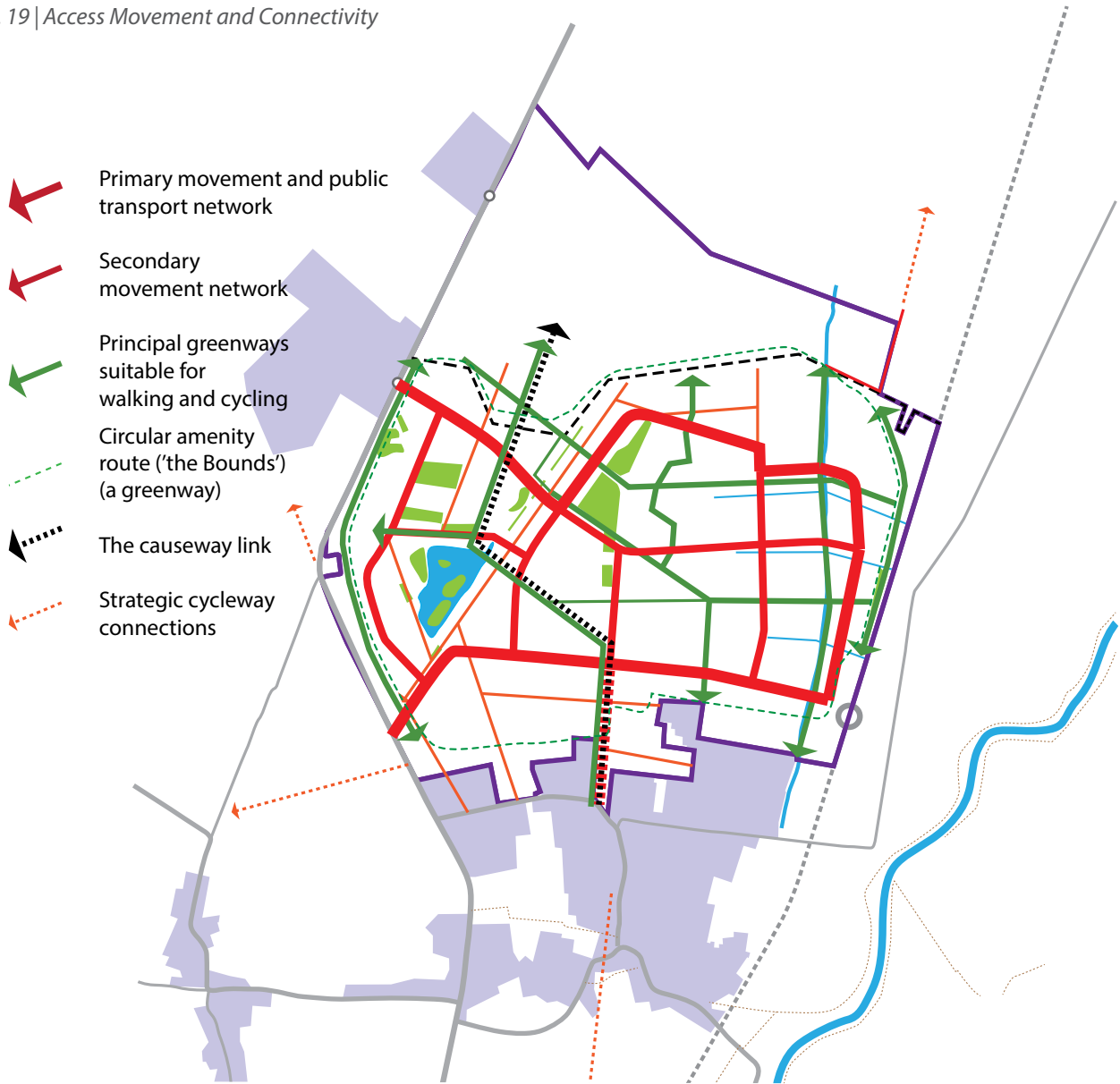
Proposals will establish a traffic-free, circular trail around the perimeter of the site. The route will provide opportunities for walking, cycling, riding and leisure, and also provide all users excellent access to the site's inherited assets, including along the raised bund alongside the A10. The route will connect (in clockwise order): the relocated train station; National Cycle Network route 11; South Park, Car Dyke, Cambridge Research Park and the heritage sites of Denny Abbey.

Public Rights of Way (PRoW)

The development of the new town provides an opportunity to connect and enhance the existing rights of way network that has been hindered by the presence of restricted MOD land for many decades. Providing improved non-motorised user (NMU) infrastructure also encourages healthy lifestyles, in line with national and local policies on health and well-being. The development should not only protect existing NMU highways (footpaths, bridleways, cycle ways etc) but should enhance them where possible. This should include an aspiration to not only improve NMU movement (including pedestrians, equestrians and cyclists) within the urban area and also

to facilitate easy and convenient access into the countryside. The PRoW network should become an integral part of the development and enhanced, directional signage will need to be incorporated into the development to ensure that future residents are aware of the network available. This could also include the installation of interpretation boards (which can link to wildlife and biodiversity aims) and sufficient inclusion within resident travel plans.

Fig. 19 | Access Movement and Connectivity



Relocated railway station

There is a Local Plan policy requirement (Local Plan SS/5) to provide a re-located rail station within the new settlement at an early stage in the development. This is due to the limiting constraints of the existing station and the need and opportunity to serve the new town and existing village better with a modern facility.

The Council supports the development of a relocated station in order to provide improved sustainable travel choices for both existing and future communities and help to achieve a greater modal shift from car travel.

Development proposals will be expected to safeguard land for:

- a relocated railway station and associated uses on the eastern boundary of the settlement, so that any future development in this location does not compromise the provision of the station.
- associated uses, which will include land for promoting walking and cycling; accommodating a bus interchange; taxi facilities; car parking; extensive cycle parking; cycle hire facilities and electric car and cycle charging points.
- achieving the necessary and appropriate access to the station from the A10, the village and other parts of the proposed new town by all modes of transport.

In this location, clear and desirable walking connections with the new town centre should be established and a local centre developed around the station district (see Hierarchy of centres, Fix 1).

Park & Ride

Two potential park and ride (P&R) locations have been identified within the site, which could: contribute to the creation of more sustainable modes of travel; assist in the reduction of traffic congestion on surrounding roads leading into the City; reduce pollution levels; and result in fewer accidents. Such services will need to provide frequent and speedy bus journeys.

Development proposals should safeguard land for:

- a P&R facility adjacent to the relocated rail station, accessed via the primary and secondary movement network.
- P&R facilities adjacent to the A10.

The P&R service will be served by dedicated buses linking the Cambridge northern fringe and the local bus network.

Proposals should demonstrate how the provision of a P&R facilities might also present an opportunity for commercial development/ facilities in these locations.

To facilitate early provision, a potential temporary P&R location has been identified along the western boundary. This could be served by an extension to the Milton service.

Public transport

Convenient public transport routes and stop locations are of prime importance for public transport users. The Council will require development proposals to:

- establish the early provision of an improved public transport service, including connections to Waterbeach village, existing Waterbeach station, Cambridge city centre and key employment destinations, and will seek to agree an appropriate strategy for achieving this via planning applications;
- provide public transport routes, with bus priority at key points, along the primary and secondary street network; and

- demonstrate good accessibility of the site by public transport for large areas of the population. Walking distances to reach public transport stops should be within a maximum of 400m.

Public transport services should develop and be enhanced beyond the early provision as the town is built out and services have higher patronage. This should include increasing frequencies and where possible a wider range of destinations served from the New Town.

It is likely that early subsidisation of an improved service, including improved bus stop facilities within Waterbeach village, will require an appropriate strategy and up front funding. This would be secured through s106 agreement(s).

As well as offering an attractive mass transit solution for the site linking the railway station with the town centre and Cambridge, the potential also exists to create a public transport only corridor for a further section of the town centre.

Bus stops should form high quality, attractive waiting environments, with real time passenger information, shelters, accessible boarding and cycle parking where appropriate.

A comprehensive indicative transport and access framework plan is shown in figure 21.

Fig. 20 | Public transport

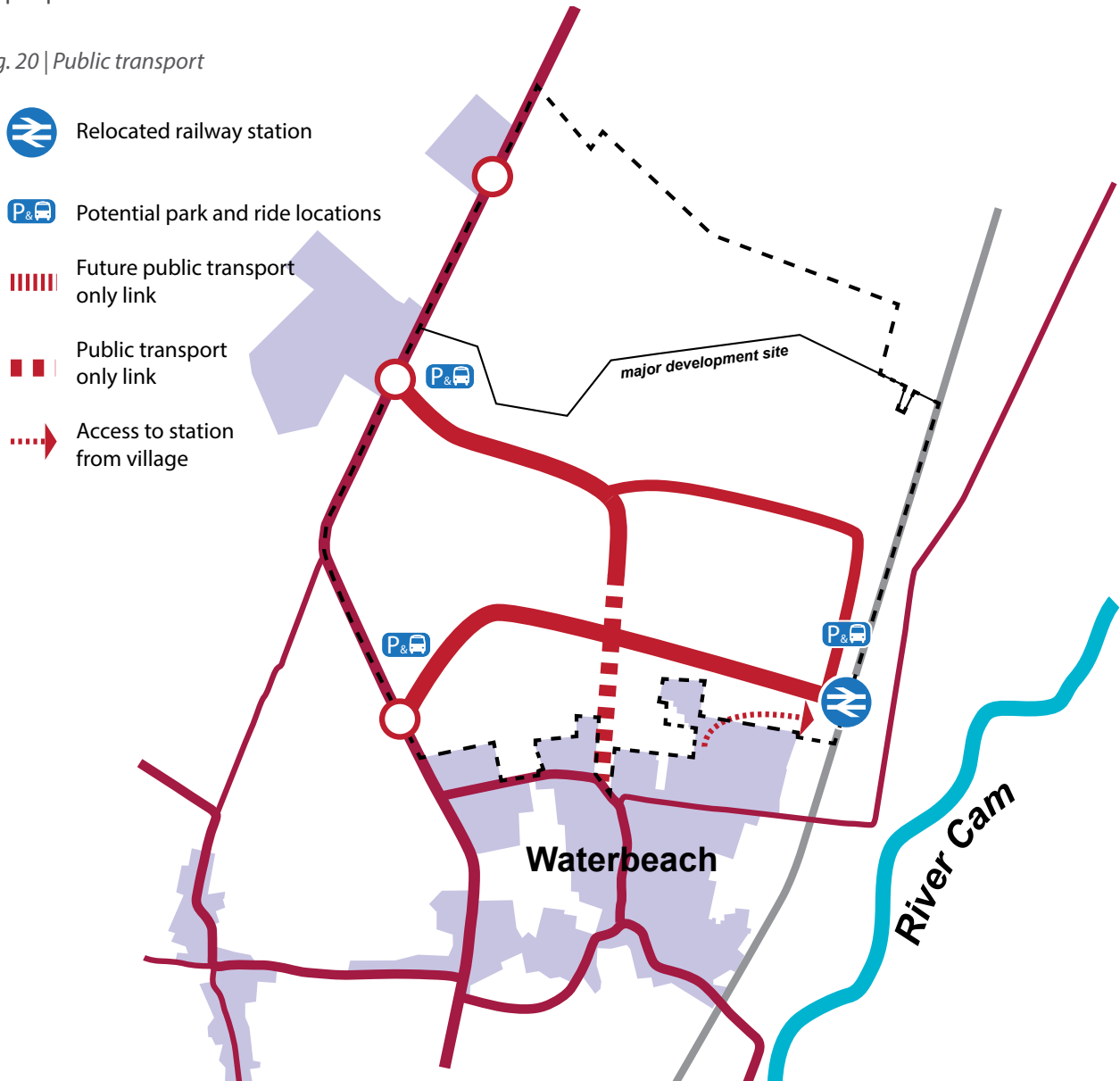
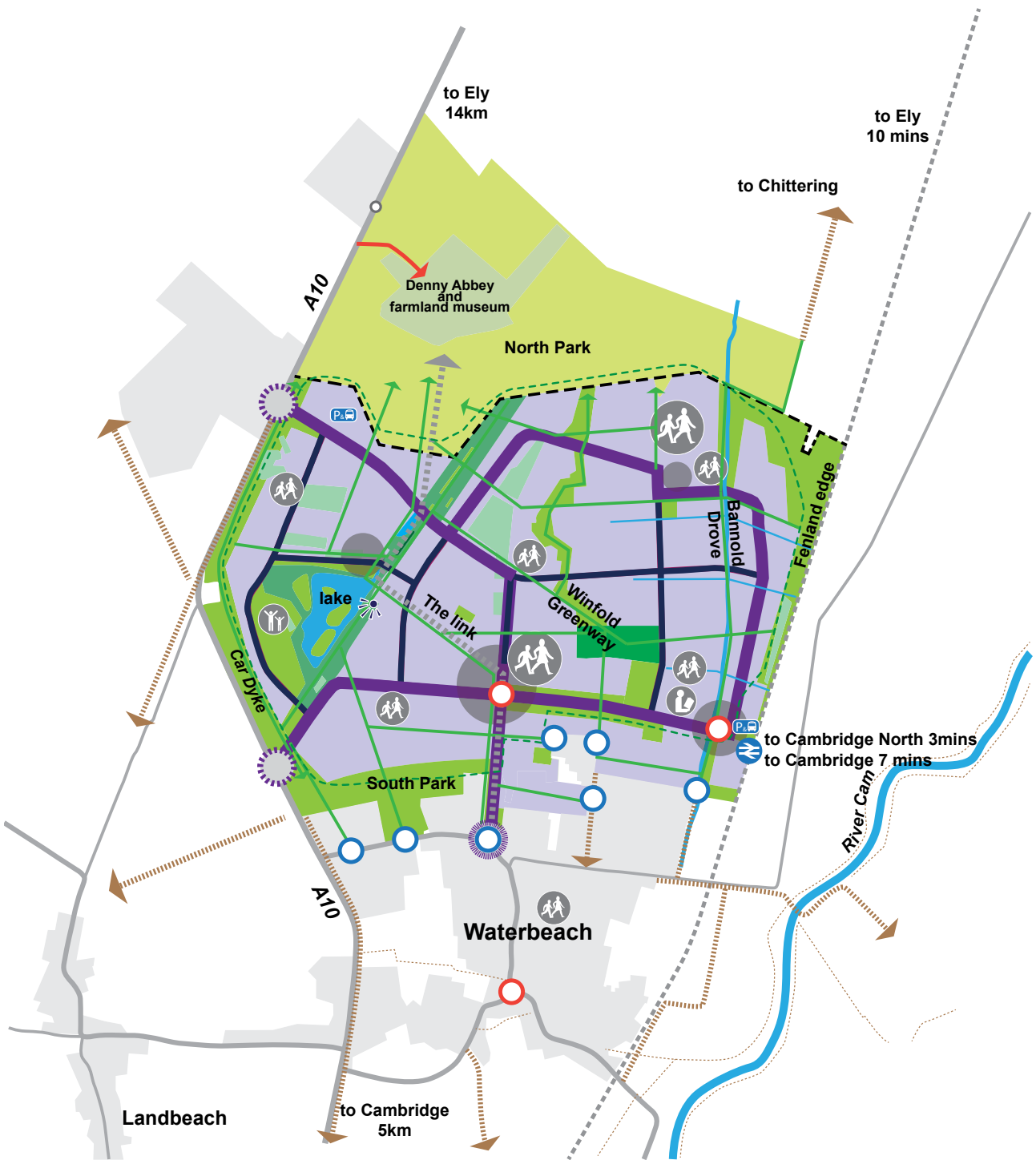














Fig. 21 | Primary movement and access framework plan (locations and alignment indicative only)



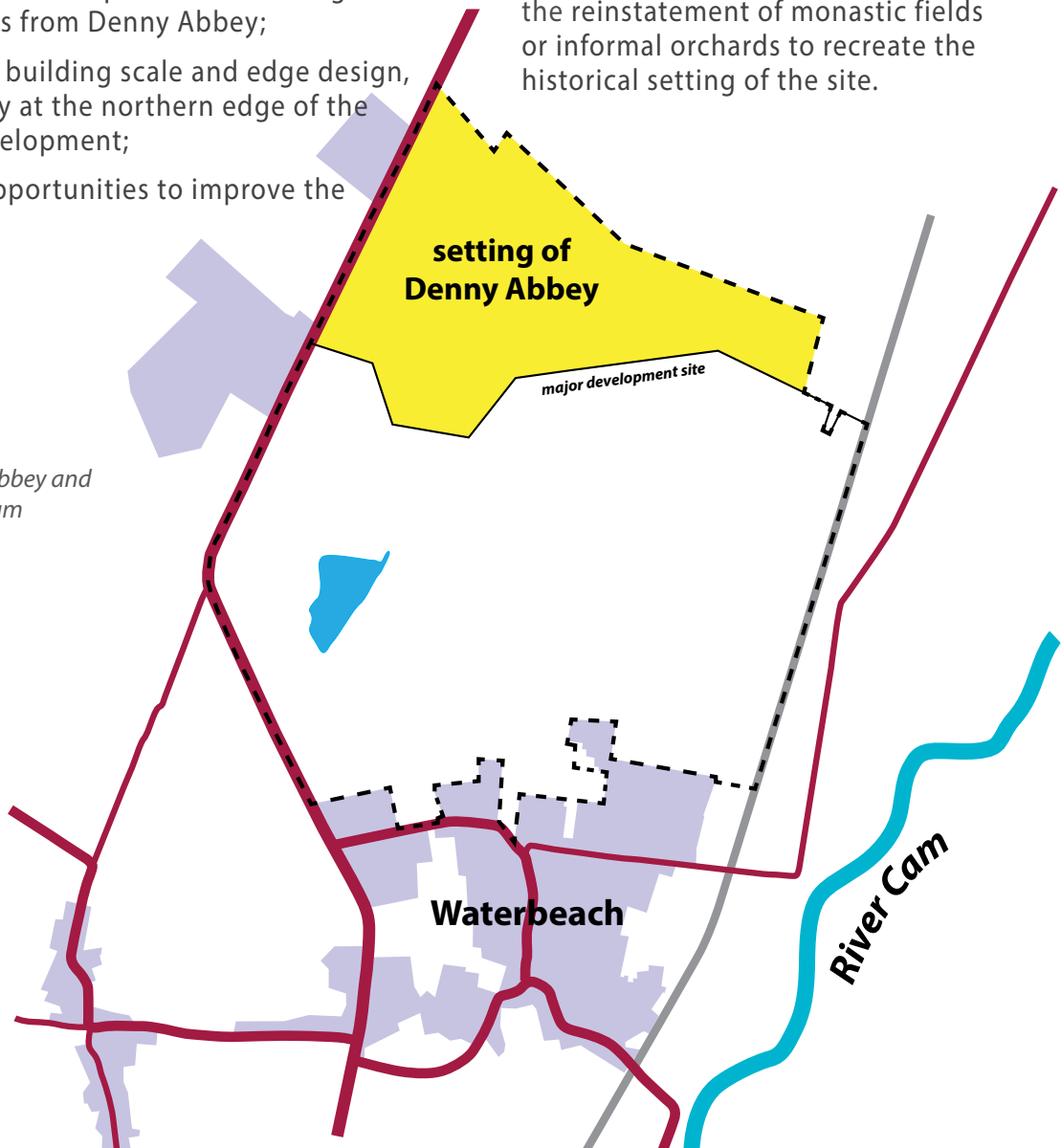
-  Primary access points from the A10
-  Waterbeach village access
-  Denny Abbey access
-  Primary movement and public transport network
-  Secondary movement network
-  Principal greenways suitable for walking and cycling
-  Relocated railway station
-  Options for potential park and ride
-  Public transport nodal points
-  Circular amenity route ('the Bounds Greenway')
-  Strategic cycle connections
-  New direct cycle / footpath connection linking village to new town

Also see Key - Page 72

Development proposals for Waterbeach New Town must respond sensitively to the setting of Denny Abbey as well as explore opportunities to enhance its setting. These opportunities will include:

- creating a Strategic Landscape Area between the Abbey and New Town in order to protect and enhance the quality of the setting and ensure development does not intrude on the separate identity and character of the Abbey (see below);
- the siting of development in a way which minimises the impact on the setting of and views from Denny Abbey;
- sensitive building scale and edge design, especially at the northern edge of the built development;
- taking opportunities to improve the
 - visual setting of Denny Abbey, which is currently marred by views to the waste management park to the west;
 - opening up access to the Abbey, providing greater opportunities for both existing and new communities to enjoy and interact with the Abbey;
 - improving the visitor experience. This could include:
 - creating a living history element to the site in order to increase engagement with local schools; and
 - creating a multi-use events space to host for example, enactments or temporary exhibitions.
 - Landscaping enhancements, such as the reinstatement of monastic fields or informal orchards to recreate the historical setting of the site.

Fig. 22 | Denny Abbey and Farmland Museum



6 Public spaces

The green infrastructure network within the proposed New Town is an integral component of the Spatial Framework, structuring the development within a rich and diverse landscape setting and contributing significantly to its character and distinctiveness.

The network is envisaged as a multi-functional resource for the existing and new community; responding to the site's existing natural and man-made assets as well as delivering integrated benefits for biodiversity, flood prevention, climate change adaptation, play, movement and health and wellbeing.

Careful consideration will have to be undertaken with regard to the potential for conflict between areas for play and sensitive grassland habitats.

The Spatial Framework includes the following public spaces which will act as structuring elements within the proposed New Town. Proposals must demonstrate how they support the provision and delivery (in whole or part) of these elements.

1. Strategic Landscape Area / North Park

The Strategic Landscape Area (SLA) is located outside of the Major Development Site (which Local Plan policy SS/5 restricts all built development to). It provides a critical buffer

- ① North Park
- ② Runway Park
- ③ South Park
- ④ Snake Pit
- ⑤ Bannold Drove
- ⑥ Station District

Fig. 23 | Public spaces (Diagrammatic)



zone between the northern periphery of the proposed development and Denny Abbey, at the northern most edge of the built up part of the site. The SLA's principal role is to provide an appropriate and enhanced setting for the Listed Building and Scheduled Monument, and shall be predominantly used as informal open space, ecological enhancement, sustainable drainage and footpaths and cycle ways suitable for all non motorised users including horse riders. Such provision should link up to other routes for non motorised users across the site including to the Runway Park, the Bounds and to Bannold Drove. It also represents an extensive semi-natural green space for enjoyment by residents and visitors, and an opportunity for significant habitat creation and biodiversity enhancement, including wetland habitat compensation areas where relevant.

Any formal sports provision including associated car parking should be located to the eastern edge of the SLA. This provision should not be floodlit and any changing facilities and other buildings should be confined within the major development site area.

No other car parking should be located within the SLA / North Park that is not intended to exclusively serve the needs of Denny Abbey or the Farmland Museum.

The SLA will comprise a balance of open, expansive parkland (North Park) offering extensive views to the fenland landscape, distant views to Ely Cathedral and down the Denny Causeway, and pockets of woodland planting to screen views of the higher density town centre from the Abbey.

North Park will wrap the northern edge of the site and act as a transition between the development, Denny Abbey and the fenland landscape. It will remain mostly informal, characterised by open meadow habitat. Views between the development and Denny Abbey should be filtered, rather than screened.

2. Runway Park

This extensive area of parkland will form the green heart of the New Town and create a central destination for residents and visitors alike. The park will be centred around the retained lake, woodland and grassland areas and the alignment of part of the former runway. It will incorporate formal equipped and natural play areas and footpaths and cycleways suitable for all non motorised users including horse riders. Such provision should link up to other routes for non motorised users across the site including to the Runway Park, the Bounds and to Bannold Drove. Large grassed areas will maximise the potential for play. The park will incorporate a continuous green space and will provide a historical reference to the site's former use as a military airfield and help to reinstate the historic link between Waterbeach village and Denny Abbey.

3. South Park

Located along the south-western boundary of the site, this area of parkland will provide a common area of connection and use between the development and Waterbeach village as well as extend the burial ground. The park will provide some areas of formal space and could include sports provision and space for allotments, footpaths and cycleways.

4. Snake Pit

The area of land located towards the south of the former golf course, known locally as Snake Pit, will be retained as a significant area of open space. This area's boundary is currently defined by the artificial land ownership boundary between the two sites. This area could be altered so that it could be more usable. This will also help with cycle and pedestrian movement through the new town and with connections between the two parts of the site.

5. Bannold Drove open space

Bannold Drove will act as a focus for open space of varying width along its entire length, connecting the village with the station district and onto North Park, to be used for leisure and water attenuation.

6. Station District park

Open space connecting the station district with the town centre will provide space for leisure and surface water attenuation, as well as providing attractive green cycle connections to the station.

The green infrastructure strategy for the site introduces a network of primary green corridors and greenways with the following functions, namely:

- providing strategic linkages between key internal open spaces as well as connections to the surrounding countryside and fen edge;
- promoting sustainable modes of travel by offering attractive walking and cycling routes suitable for all non motorised users including horse riders through the development;
- improving the accessibility, legibility and permeability of the development, and enhancing visual amenity and landscape character;
- performing a function for informal recreation as well as children's play;
- safeguarding and enhancing ecological corridors; and
- providing micro-climate control and surface water management benefits.

Fig. 24 | Greenways and corridors
(Diagrammatic)



Seven strategic green corridors are identified as follows:

1. Winfold Greenway

This cultural connection follows some parts of the historic eastern causeway, although much evidence of this route has been erased by the layout of the former airfield. The site will incorporate a modern interpretation of the historic link, delivering a multifunctional greenway that links existing retained features of the former golf course (blue and green network) with a safe walking and cycling routes suitable for all non motorised users including horse riders in the heart of the development.

2. Bannold Drove

This is an existing historical drove feature that traverses the site from north to south and supports a variety of wildlife. It will retain the public right of way on its existing alignment, as well as providing a new ecological corridor to connect Snake Pit with North Park and sustainable surface water drainage management features.

3. Fen edge/ rail corridor

This edge should be softened with a green set back along the northern part of this edge to help enable the integration of the wider fen landscape into the development.

4. Car Dyke/ A10 corridor

The western habitat buffer and moderate value neutral grassland along Car Dyke, which is of cultural heritage significance, will be retained. This will provide a role in air/ noise/ vibration mitigation, as well as provide additional leisure and amenity space and routes.

5. Causeway Link

A short section of this historic causeway remains in place.

A new causeway link, incorporating a short section of the historic causeway will be created. It will restore the lost connection between the village and the Abbey, and provide a new leisure route for new residents as well as the existing residents of the village.

Part of the link will also provide a new safer cycle commuting route for residents of the village who work at the Cambridge Research Park or the Waste Management Park. The link will be provided early in the development. The Link may provide a combination of on and off-road access (see Fix 9 - The Link)

6. East-west corridors

Traversing the site from east-west, these landscape corridors will provide new connectivity and valuable habitat between areas of retained woodland, wetland areas and the fen landscape. They will connect the existing public right of way network and incorporate sustainable surface water management features. Cycling routes and pedestrian paths will be provided. Some of these routes to be suitable for all non motorised users including horse riders. There will be several of these east-west corridors.

7. Waterbeach Bounds

A new recreational footpath and cycleway around the perimeter of the site. The circuit will connect key destinations; proposed landscaped areas and long distance walking and cycling routes suitable for all non motorised users including horse riders. The circuit will incorporate sustainable surface water management features.

8 Inherited historical landscape

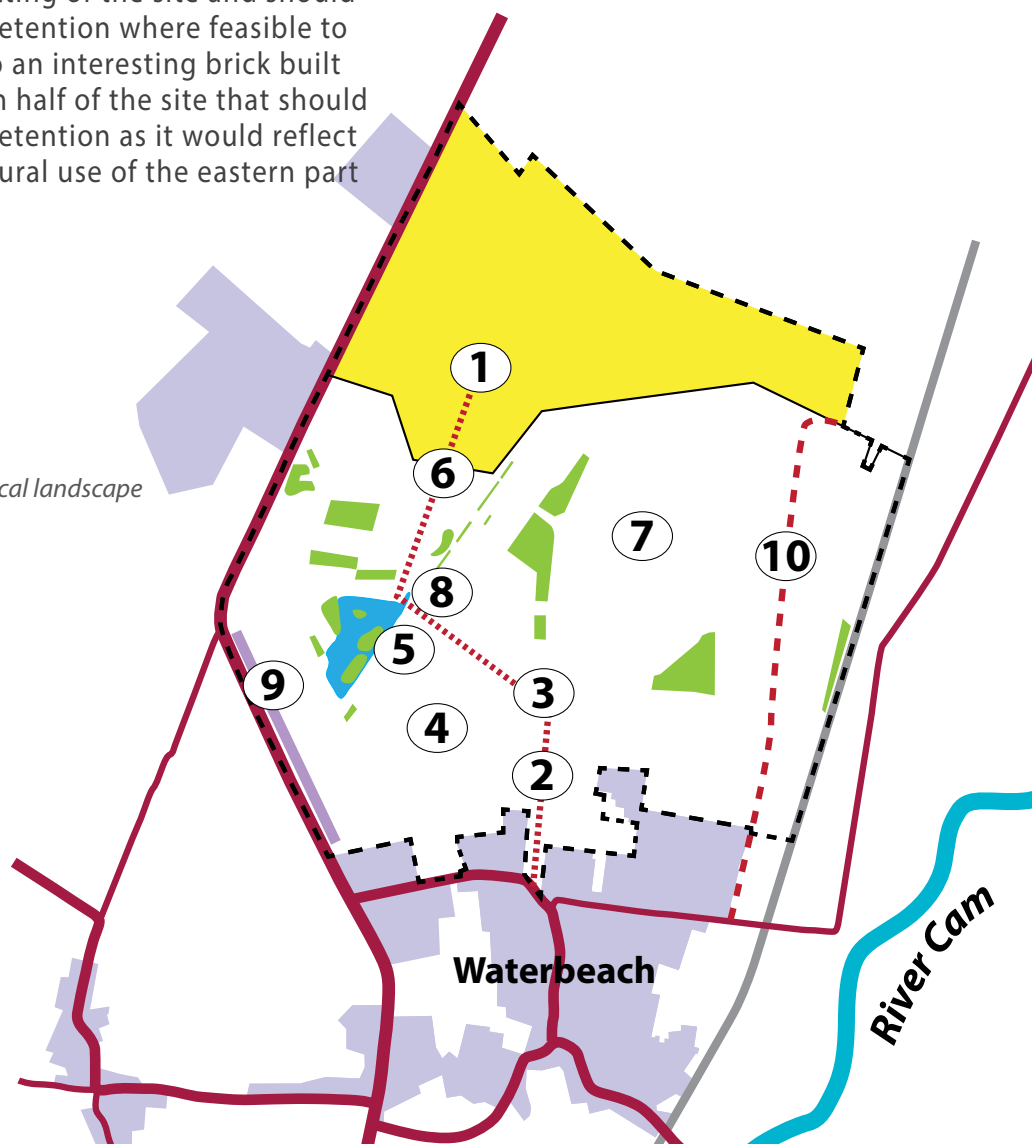
Development proposals should draw on the exceptional historical landscape context which lends a strong character and distinctive setting for the New Town. This includes the retention and enhancement of local topographical features, hedgerows, tree belts and woodlands, species rich grasslands, watercourses, ponds, lakes, droves and wetland areas. These features should form the basis of a strong landscape framework and site-wide green and blue infrastructure setting.

Some former military buildings also contribute to the historical setting of the site and should be considered for retention where feasible to do so. There is also an interesting brick built barn on the eastern half of the site that should be considered for retention as it would reflect the former agricultural use of the eastern part of the site.

The following historical features should be retained, enhanced and incorporated into any design proposals:

1. Soldiers Hill earthworks
2. Grid structure of Waterbeach Barracks
3. Waterbeach Barracks Watertower (subject to structural survey);
4. Waterbeach Barracks Watchtower
5. Memorial Garden
6. Denny Causeway
7. Winfold Greenway
8. Runway Park
9. Car Dyke
10. Bannold Drove

Fig. 25 | Inherited historical landscape



9 The Causeway Link

The Causeway Link will provide a combination of on and off-road access. Measures such as public realm design, surface material, street furniture, signage, lighting, boundary treatments and public art will help promote the route and aid wayfinding.

Consistent signage should be introduced at key junctions along the route to indicate walking distance and time to key destinations. This could take the form of fingerpost signage, maps and interpretation boards.

The sections of the route are described as follows:

A: Village-Barracks - The first section of The Causeway Link will start in Waterbeach village centre, running north through the Barracks on existing streets and paths (walking distance time - 1km, approx 12min).

B: Barracks-Town Centre - The second section will continue north connecting the Barracks with Waterbeach Town Centre along a newly created high street (walking distance time - 400m, 5min).

C: Town Centre-Runway Park-Lake - The third section of The Causeway Link will deviate in a north westerly direction, towards the newly created Runway Park and Waterbeach Lake leisure hub via a new pedestrian prioritised street (walking distance time - 600m, 7min).

D: Lake-Denny Abbey - The final section of The Causeway Link will return north, picking up the alignment of the remaining Denny Causeway, along an off-road greenway (walking distance time - 1km, 12min).

Fig. 26 | The Causeway Link

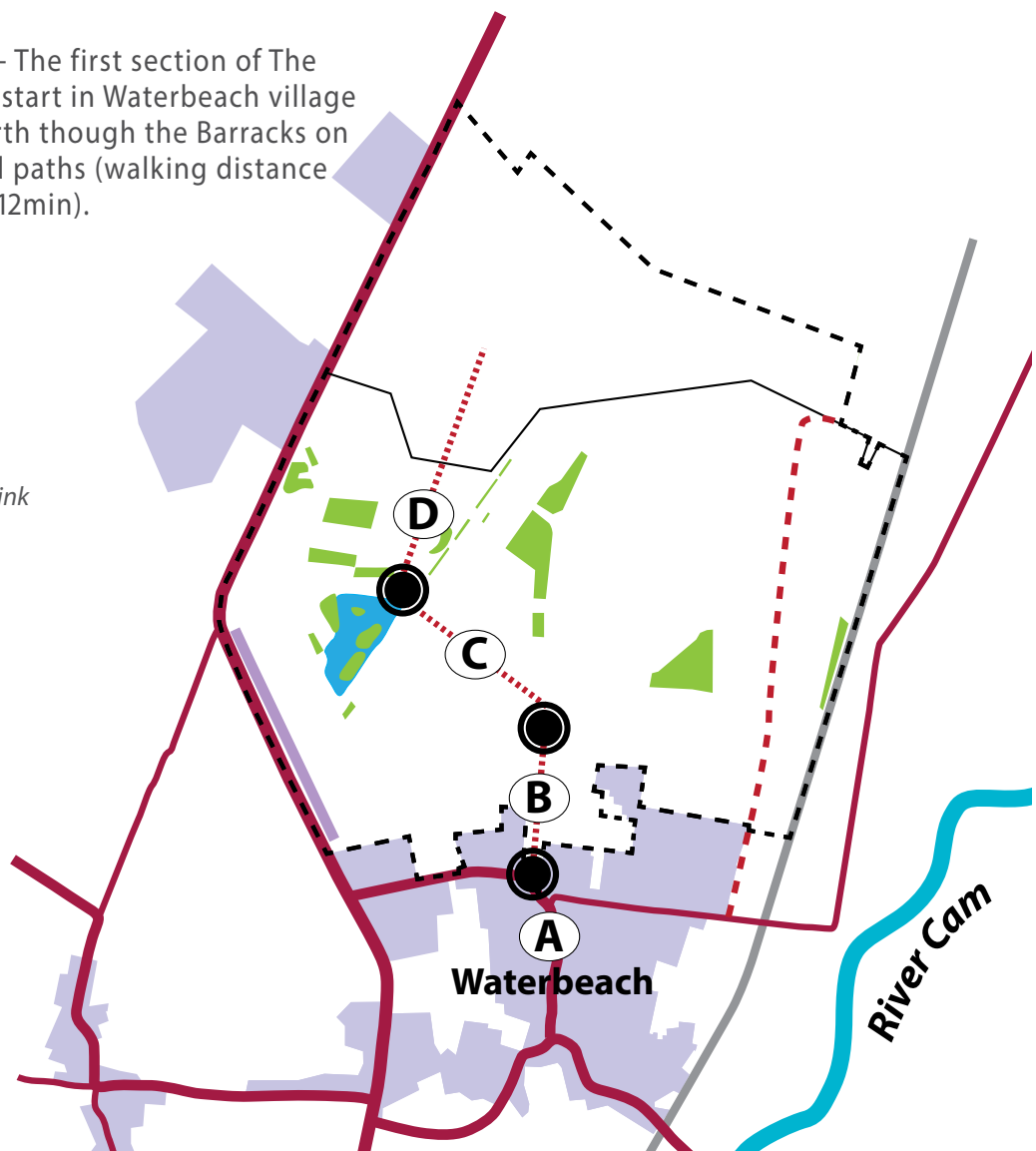



Fig. 27 | Green Infrastructure Framework Plan (indicative only)




 Key public spaces





- Greenways and corridors
- ① Winfold Greenway
- ② Bannold Drove
- ③ Fen edge / rail corridor
- ④ Car dyke / A10 corridor
- ⑤ Denny Causeway link
- ⑥ East - west corridor
- ⑦ Waterbeach bounds


Inherited historical landscape

- a** Soldiers Hill earthworks
- b** Grid structure to barracks
- c** Barracks watertower
- d** Barracks watchtower
- e** Memorial garden
- f** Denny Causeway
- g** Winfold greenway
- h** Former runway
- j** Car dyke


 Denny Abbey and Farmland Museum

 Strategic landscape edge

 Retained woodland

 Neighbourhood public spaces

 View points

 Area suitable for some formally laid out open space to the north of the major development site area

Also see Key - Page 72

10 Edge treatments

Five different edge treatments have been identified that will vary in landscape character, treatment and design response.

Along these edges existing landscape and vegetation will be retained where possible to maintain an attractive, mature environment and natural visual buffer. The following edge specific design principles should also be incorporated:

1. Strategic Landscape Area (north)

Green infrastructure needs to be located to carefully control and maintain views to key

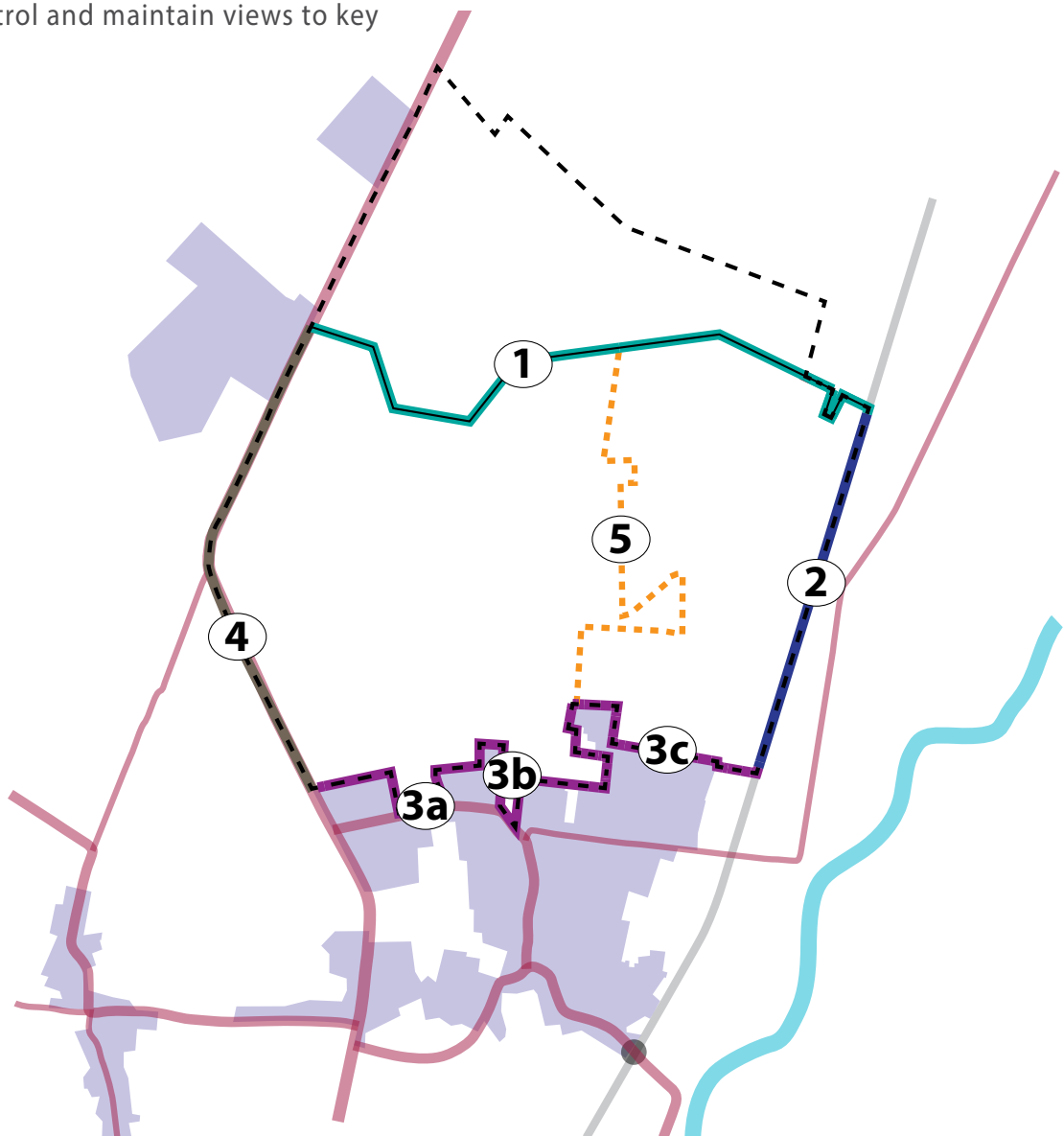
landmark buildings, such as Ely Cathedral and Denny Abbey, as well as retaining a sense of openness and connection to the vast skyscape.

Views between the development and Denny Abbey should be filtered, rather than fully screened, and open out occasionally to provide varied views as well as a sense of openness. This area includes the edge to Bannold Drove and Winfold Common.

2. Fen edge/ railway corridor (east)

The landscape treatment should retain a sense of openness and connection to the vast skyscape. Due to the characteristic openness of the Fen landscape, planting should filter

Fig. 28 | Edges



views of the new development. It should be sensitively managed to avoid creating an inappropriate sense of enclosure or introducing visually intrusive planting.

Green buffers, hedgerows and informal woodland blocks should be strategically planted along the edge to filter views out of the development whilst retaining views eastward to the wider fenlands. Wetland areas should be provided to echo the fenland landscape to the east.

3. Waterbeach Village (south)

The edge treatment along the southern boundary will define the nature of the transition between the village and the new town, and will consist of three separate elements.

3a) South Western boundary

This area closest to the A10 will be an area of open space consisting of landscaping, leisure and sports facilities. This will form part of the strategic landscaping as set out in figure 23, defined as 'South Park' within 'Fix 7 – public spaces'.

3b) Central

This area will be defined by the existing entrance to the barracks from Denny End Road and will act as a landscaped transition zone between the village and the new town. The existing mature trees, hedges and open space at the entrance to the barracks will be given an enhanced setting, so creating an appropriate sense of place in this important location. It is anticipated that the greatest number of pedestrian and cyclist journeys between the village and the new town will take place using this connection.

3c) South Eastern boundary

The south-eastern edge of the development closest to the railway line will act as a continuation of built form between the village and the new town, with rear gardens of new development of an appropriate scale backing onto the existing former military dwellings

along Capper Road and Abbey Place. Some of these proposed dwellings will use the proposed new vehicular access road serving the proposed relocated train station for their access.

In the south eastern corner there is an opportunity to form positive relationships with existing dwellings. This may include the creation of generous gardens or the extension or creation of greenways.

East of Capper Road, the southern edge of the car park serving the proposed relocated rail station will comprise a landscaped space that will also include a drainage pond which will provide ecological enhancement features.

4. Car Dyke/ A10 corridor (west)

The western edge to the development alongside the A10 comprises a low man-made landscaped bund that runs alongside the historic Car Dyke for part of its route. The A10 is the main source of noise and air pollution for the development, and the bund will be retained with its existing landscape reinforced by appropriate tree and shrub planting and meadow habitat.

The opportunity also exists, subject to its impact upon Car Dyke, for the bund to be reconfigured in certain areas to provide a more interesting and varied landscape design, and to create the opportunities for elevated viewpoints to take advantage of long views within the site such as along the former runway and also at the two proposed entrances to the site.

5. Land Ownership Boundary (central)

Development proposals should fully demonstrate how land parcels, blocks, streets, buildings and open spaces will be cohesively designed where they relate to development on adjacent land parcels in different land ownerships. There should be no break or change in the fundamental character and appearance of adjoining built form and open space across this boundary.

All detailed design proposals should

demonstrate how development on adjacent land parcels will be brought forward. Key issues should be discussed and resolved by the joint working group in advance of any formal submission, see Section 6.3 for more details on how this joint working group is intended to work.

All site wide infrastructure shall be delivered at the appropriate time, in accordance with the Infrastructure Delivery Plan (IDP), comprehensive site wide delivery plans where required and all other triggers and agreements. Comprehensive development of the site will be facilitated through the timely provision of:

- Reasonably direct routes from the two A10 access junctions across the interface boundary;
- Several points of secondary road connection across the interface boundary; and
- The location of the first secondary school in a central location directly adjoining the interface boundary.
- A relocated railway station together with access from the A10

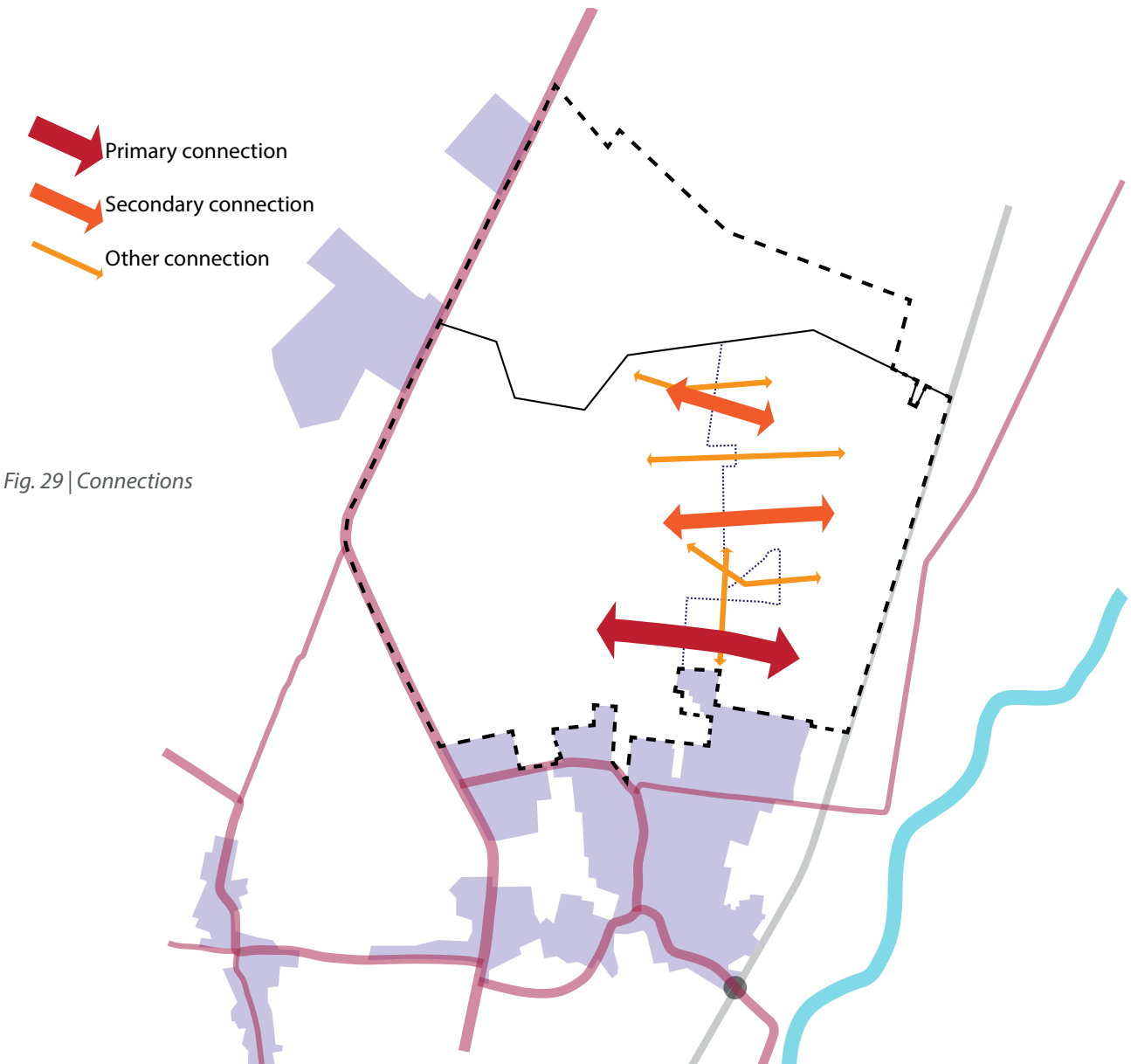


Fig. 29 | Connections

Amount, density and scale

It is important when assessing the appropriate amount of development for any given site, that any proposal is accompanied by the necessary infrastructure delivered in a timely manner. The optimum amount of development is one where the scale of development creates a critical mass of development infrastructure and facilities.

The National Planning Policy Framework (NPPF) seeks to ensure that development makes efficient use of land, taking into account the scope to promote sustainable travel modes that provide realistic alternatives to and help to limit future car use.

A revised version of the NPPF was published in July 2018 which seeks greater intensity of development in places well served by public transport, such as at railway stations. This is of particular relevance to the Waterbeach new town proposal as this proposal includes a relocated railway station which will provide good public transport accessibility.

Development Densities

In assessing the range of densities that may be appropriate for the new town, we must look at what density means in practice.

There are various measurements of density, but the most commonly used measure is the calculation of the number of dwellings per hectare. Density is measured as a net figure, only including land directly associated with housing, including the following:-

- i) Access roads
- ii) Private garden space
- iii) Car parking areas
- iv) Incidental open space

- v) Children's play areas

and excluding the following:-

- i) Major distributor roads
- ii) Schools
- iii) Strategic open space
- iv) Landscape buffers

It is appropriate to use a 'blanket' average net density across a whole site for wider planning purposes such as for the Local Plan, but this can be a blunt instrument in trying to assess the capacity of a site, and the SPD takes a more refined approach for this particular site. Densities will vary considerably over a site as large as the new town, and this will be dependent upon factors such as landscape setting and the level of accessibility and level of supporting infrastructure. Over the lifetime of a development as large as this, market demand for different types of accommodation is also likely to change, further affecting the potential density of such a development.

Different methods can be used to identify the net area for residential uses, once strategic landscape areas and land for primary road infrastructure, education and public transport have been excluded. Table 2 provides an illustrative land use budget for a range of densities and dwelling numbers using a blanket density approach with a fixed site area. More dwellings mean more open space and other facilities, which then means less space for development and increased density.

The draft local plan states that an average net density of 40 dph should be achieved in any new development.

However the draft local plan also states that this density 'may vary from that set out above where justified by the character of the locality, the scale of the development, or other local circumstances'. The scale of the development and the local circumstances of the potential relocated railway station may provide appropriate reasons to vary and increase the average net density for the new town

Table 2 Summary of indicative net developable area and development density calculation

No. of dwellings	8,000	9,000	10,000	11,000
Estimated population	22,400	25,200	28,000	30,800
Total site area	580	580	580	580
Total exclusions*	348	353	358	363
Net developable area **	232	227	222	217
Blanket residential density at 40dw/ha	9280	9080	8880	8680
Blanket residential density based on net developable area	35	40	45	51

* includes strategic landscape areas, land used for education, primary road infrastructure, land for SUDS, public transport and park & ride

** includes residential and non-residential uses but excludes those items listed above

of 40 dph as set out in the local plan. When developing a new town however, the range of housing and building types will be expected to be extensive, including significant numbers of apartment developments particularly at the town and local centres and transport hubs.

A useful exercise in assessing the potential appropriate capacity range for development at Waterbeach is to compare it with the Northstowe new town development.

Northstowe was allocated for development as a new town in the last local plan, and both it and Waterbeach new town are similar in character and setting, both being proposals built around former MOD army bases with associated airfields and adjacent to existing villages.

Both developments will also eventually be of a similar size in area and population. There are also however some differences in their local circumstances, with the proposed Waterbeach new town being located adjacent to the Kings Lynn – London railway line, and it also being closer to and within reasonable cycling distance of the existing substantial employment areas at the Cambridge Science Park and the St John’s Innovation Park on the northern fringe of Cambridge. One other significant difference between the two sites is that Northstowe has been planned to have one high density area located in the town centre, but Waterbeach will potentially have three high density areas, at a) the proposed town centre, b) the proposed railway station quarter and c) the proposed lakeside quarter.

Northstowe has already begun development, and is being built out in three phases, with Phase 1 at the northern part of the development of 1500 homes currently being built out at an average density of 37.5 dph.

Northstowe Phase 2 – this phase of up to 3500 homes will be built out at a range of densities between:-

- a) a lower density range of between 35-48 dph
- b) an urban character range of between 40-60 dph
- c) a town centre range of up to 140 dph

This demonstrates that a large amount of phase 2 will be developed at densities greatly in excess of 40 dph, and even the lower density range exceeds the 40 dph figure set out in the draft local plan.

Northstowe – phase 3 – this has not come forward for development yet.

A considerable amount of work has been undertaken by various organisations to understand what housing density actually means in practice, using existing examples that should be easy to understand, and to demonstrate what the various densities of development could look like. Two different ways of calculating net density are set out in table 3 on the following page.

It can be seen in this analysis that many of the housing types seen in some of the older parts of many towns in England, such as terraced housing, are built at densities greater

Table 3 Density analysis by housing type

Better neighbourhoods	dph
Executive Homes	5-10
Suburban semi detached	15-30
Garden cities	30-40
Victorian terraces	60-80
Urban village	75-125
Infill in historic town centres	80-140
Source: Better Neighbourhoods, Making Higher Densities Work	

Sustainable suburbia	dph
Detached houses (100% 3 and 4 bed - 2 storey)	35
Town houses (3 bed terrace and 25% 3 bed semi)	50
Long terraces (100% terrace)	60-80
Mews	80
Non family apartments	up to 180
Source: SustainableSuburbia.co.uk	

than 40 dph, and often create attractive and distinctive places. These areas were often though not designed to cope with the current level of car ownership. Importantly this level of density is good at supporting a higher level of facilities within walking and cycling distance than the more suburban lower densities which are less successful at providing facilities closer to home.

Higher density areas do not mean that all higher density housing is the same, as it should mean a combination of housing types allowing for different needs for different times in a person's or a family's life. For example, care homes and retirement complexes are built at a very high density.

By applying these types of building typology to different development areas, this can be used to help determine the approximate capacity of Waterbeach new town, while at the same time creating a place with a sense of identity and distinctiveness.

Amount and Use

It is important to understand the appropriate mix of dwellings in the new town in order to identify the necessary range and quantum of services, facilities and other infrastructure to be provided and for an potential land use budget to be identified. This will help enable support 'internalisation' of movement within the development. This means that once the development has reached a critical mass, most people will generally not need to leave the new town for most of their day to day needs other than for work, and this would then reduce the impact of the development on the wider road network.

Although it will be difficult to predict how the housing market will change over the lifetime of this development, the local plan will require development to follow a broad mix of housing to meet the assessed need.

The analysis of the existing housing stock profiles within Cambridge and South Cambridgeshire (taken from the Cambridgeshire Strategic Housing Market Assessment) show that they are too different from each other to provide a sound contextual guide to what mix of housing would be appropriate at the new town, with South Cambridgeshire consisting of predominantly larger dwellings, and Cambridge City predominantly flats and terraced housing, as can be seen in table 4 below:-

Table 4 Analysis of housing type by local authority

Cambridge	dph
Flats	34%
Terraced	29%
Semi detached	27%
Detached	10%

South Cambridgeshire	dph
Flats	6%
Terraced	17%
Semi detached	25%
Detached	42%

A scheme consistent with the housing mix policy of the Local Plan for market housing and as guided by the Council’s Housing service in respect of the affordable housing mix would consist of the housing mix as seen in table 5 below:

Table 5 SCDC indicative housing mix

SCDC policy compliant mix	
Market housing	60%
<i>of that proportion</i>	<i>100%</i>
1 bed	20%
2 bed	20%
3 bed	30%
4 bed+	30%
Affordable housing	40%
<i>Broken down 70/30 affordable housing/shared equity</i>	
Affordable rent	100%
1 bed	50%
2 bed	25%
3 bed	20%
4 bed+	5%
Shared equity	100%
2 bed	50%
3 bed	50%

1 bed units are likely to take the form of apartments, at densities of up to 130 dph

2 bed units are likely to be either apartments as above or terraced with a small number of semi-detached, at densities between 50-80 dph

3 bed units are likely to be terraced or semi detached, with a small number of detached dwellings, at a density of about 50 dph

4 bed and above are likely to be detached with some semi detached dwellings, developed at a net density of about 35 dph

It will be appropriate to create mixed tenure communities where a mix of dwelling sizes

and types will be provided, but it will also be appropriate to have the majority of the detached housing in the lower density areas and the majority of the apartments in the higher density areas. By taking the various mix and density scenarios further, the result is net development areas falling within the ranges set out in table 6 on the following page.

The average yield per dwelling has been estimated at 2.8 persons per dwelling, based upon evidence taken from various large scale developments built out in South Cambridgeshire over the past few years. Even at places such as Orchard Park, where there are a larger number of smaller units, the yield per dwelling is still high.

The yield per dwelling is then used to calculate the amount of open space that will be required to serve the population. Table 7, which shows indicative land uses budgets with various development scenarios, describes this in more detail. Some elements of the gross development area are the same whatever the number of dwellings, for example the amount of space needed for roads and drainage.

Policy SS/5 of the Local Plan allocates a new town of approximately 8,000 to 9,000 dwellings and associated uses, and states that the Supplementary Planning Document (SPD) will be prepared. The policy makes clear that the final number of dwellings will be determined through a design-led approach and a spatial framework diagram to be included in the SPD. It says that this will have regard to the quantum, location and distribution of development in the town and maintaining an appropriate setting for Denny Abbey listed buildings and scheduled monument.

The SPD has carried out an indicative assessment of the potential dwellings types and densities that may be provided in the new town. These are still general assumptions based on a broad set of criteria/assumptions in terms of gross and net developable land. Other factors such as block types, street types, parking etc can all have a significant influence

on the assumed density figures, which will be a matter for the more detailed planning application stage. However, this approach provides an indication of the dwelling type and mix that enables a consideration of the infrastructure requirements of different levels of housing development and the land take requirement of such housing and infrastructure. This is important to ensure that the town is able to provide all the necessary services, facilities and other infrastructure necessary to secure a sustainable development.

At the time of preparing the SPD, the Council had received planning applications by both promoters covering the whole site that together would provide in the order of 11,000 homes. The SPD makes no comment on the suitability of this overall level of development but has considered the dwelling type and mix and the infrastructure implications of a range of levels of housing development through from the bottom of the Local Plan range of 8,000 dwellings through to the level in the planning applications submitted in the order

of 11,000 dwellings.

It will be for the planning application process to test specific proposals contained in the planning applications in the context of the Local Plan policy, and this will determine the number of dwellings that can appropriately be accommodated on the site whilst achieving a high quality sustainable new community that makes best use of the land. Tables 6 and 7 below therefore explore the impact of this range of dwellings numbers and infrastructure implications.

Table 6 Land use requirement by housing type and density

Dwellings (total)	8000	ha	9000	ha	10 000	ha	11 000	ha
Market	4800		5400		6000		6600	
<i>of that proportion</i>								
1 bed (80-130 dph)	960	7.4-12	1080	8.3-13.5	1200	9.2-15	1320	10.2-16.6
2 bed (50-80 dph)	960	12-19.2	1080	13.5-21.6	1200	15-24	1320	16.5-26.4
3 bed (50 dph)	1440	28.8	1620	32.4	1800	36	1980	39.6
4 bed+ (35 dph)	1440	41.2	1620	46.3	1800	51.4	1980	56.6
Affordable rent								
1 bed (80-130 dph)	1120	8.6-14	1260	9.7-15.8	1400	10.8-17.5	1540	11.8-19.3
2 bed (50-80 dph)	560	7-11.2	630	7.9-12.6	700	8.8-14	770	9.6-15.4
3 bed (50 dph)	448	9	504	10	560	11.2	616	12.3
4 bed+ (35 dph)	112	3.2	126	3.6	140	4	154	4.4
Shared equity								
2 bed (50-80 dph)	480	6-9.6	540	6.8-10.8	600	7.5-12	660	8.3-13.2
3 bed (50 dph)	480	9.6	540	10.8	600	12	660	13.2
TOTAL NET LAND REQUIRED (ha)		133-158		149-177		166-197		183-217

Table 7 Land use budget

SITE AREA	Total site area	580	580	580	580	Assumptions
	Development Area (MDA)	428	428	428	428	
	Net Developable Area	232	227	222	217	Excludes areas for water, strategic / open space and infrastructure (see below)
Housing, Mixed Use & Community	No. of dwellings	8,000	9,000	10,000	11,000	Mixed use and community uses integrated within residential area
EXCLUSION AREAS:						
WATER	Lake + woodland islands	8	8	8	8	
	Bannold Drove	0.5	0.5	0.5	0.5	1700m x 3m
	Total (ha)	8.5	8.5	8.5	8.5	
STRATEGIC OPEN SPACE	SLA - Denny Abbey	90	90	90	90	Denny Abbey, informal open space
	SLA - Park North	62	62	62	62	Remainder informal open space, parkland
	Lakeside and Runway Parkland	23	23	23	23	Formal, open space, play space, informal outdoor
	Snake Pit	4	4	4	4	Informal outdoor, play space
	Parkland South Railway Corridor	30	30	30	30	Formal, open space, play space, informal outdoor, productive
	Woodland Blocks	10	10	10	10	Informal open space
	Total (ha)	219	219	219	219	
OPEN SPACE REQUIREMENTS	Formal outdoor sport	35.8	40.3	44.8	49.3	1.6ha/1000pop
	Children's play space	17.9	20.2	22.4	24.6	0.8ha/1000pop
	Informal open space	9.0	10.1	11.2	12.3	0.4ha/1000pop
	Productive landscape	9.0	10.1	11.2	12.3	0.4ha/1000pop
	(Discounting)	(28.7)	(32.3)	(35.8)	(39.4)	Discounting (double counting within strategic open space)
	Total (ha)	43.0	48.4	53.8	59.1	Total open space provision minus discounting
INFRASTRUCTURE	Primary school			20		5no. @ 3ha (+1ha) per school
	Secondary school			16		8ha per school
	Sixth form			2		2ha
	Special Needs School			2		2ha
	Primary roads			8		Indicative calc based on 3500(l) x 25m (w)
	Secondary roads			12		Indicative calc based on 4045(l) x 20m (w)
	Park & Ride			2		
	Station Car Park			0.5		Circa 200 spaces
	Sustainable Drainage Systems (SUDS)			10		Circa 5% of net developable area
	Waste management			0.5		Additional provision included within residential area
	Community facilities			4		Circa 2% of net developable area
	Total (ha)			77		Amount of provision to be confirmed through the planning application process. Figures to be adjusted, qualified and confirmed in response to number of homes provided.
Total exclusions (ha)		348	353	358	363	

Scale and massing

The scale and massing of buildings in the new town should respect and respond to the character of the surrounding area. However, while being sensitive to the impact of the proposed development on the surrounding environment, the proposal is for a new town, not a village, and must therefore create denser urban character in appropriate locations, such as at the station district, the town centre and the lakeside. This denser urban character is not just achieved by having all the buildings closer together. It is also achieved by increasing the storey heights of buildings in appropriate locations. By adding such variety in density and height to the townscape in such a way, this helps to create the idea of what makes a town.

The impact of the development on the wider landscape will need to be considered in relation to matters of scale and density. These impacts will be most likely to be experienced at the interface between the proposed development and the existing village at the barracks entrance, and also along Denny End Road, Cody Road, Capper Road and Abbey Place. Views of the wider landscape from these areas will be affected, but the scale of new development at these interfaces will be similar to the existing dwellings on these streets.

The proposed new town will also be clearly visible from the east, particularly from Long Drove across the railway line and from some views along the river path. The new town will not be visible from the river as the river is set behind a flood bank.

The views of the site from Long Drove will be one of a cluster of buildings around the railway station, reducing in scale and density towards the north, and this is considered to be an appropriate response to this location. The most important landscape views from Long Drove will continue to be to the open landscape to the east and to the north, and these will not be affected by the new town

proposals. The new town will make the most of these long views by creating view corridors to the north and the east, bringing these fine views into the development.

It is also important that in creating areas of greater density and scale in these locations, the buildings are designed in such a way that the buildings create a fine urban grain with more of a vertical emphasis to their mass and form, without having as much long horizontal emphasis.

At Northstowe, the approved design guidance for phases 1 and 2 help to provide an appropriate benchmark when looking at what may be appropriate in the higher density areas of Waterbeach. The town centre at Northstowe will be mainly 4-5 storeys to ridge height with some 6 storey elements and with a limited number of lower 3 storey elements to add variety. This is useful guidance to follow for Waterbeach, and as such the appropriate scale in these higher density locations could be up to 6 storeys. Buildings of this scale however will have to be of a very high standard and be articulated well to be acceptable.

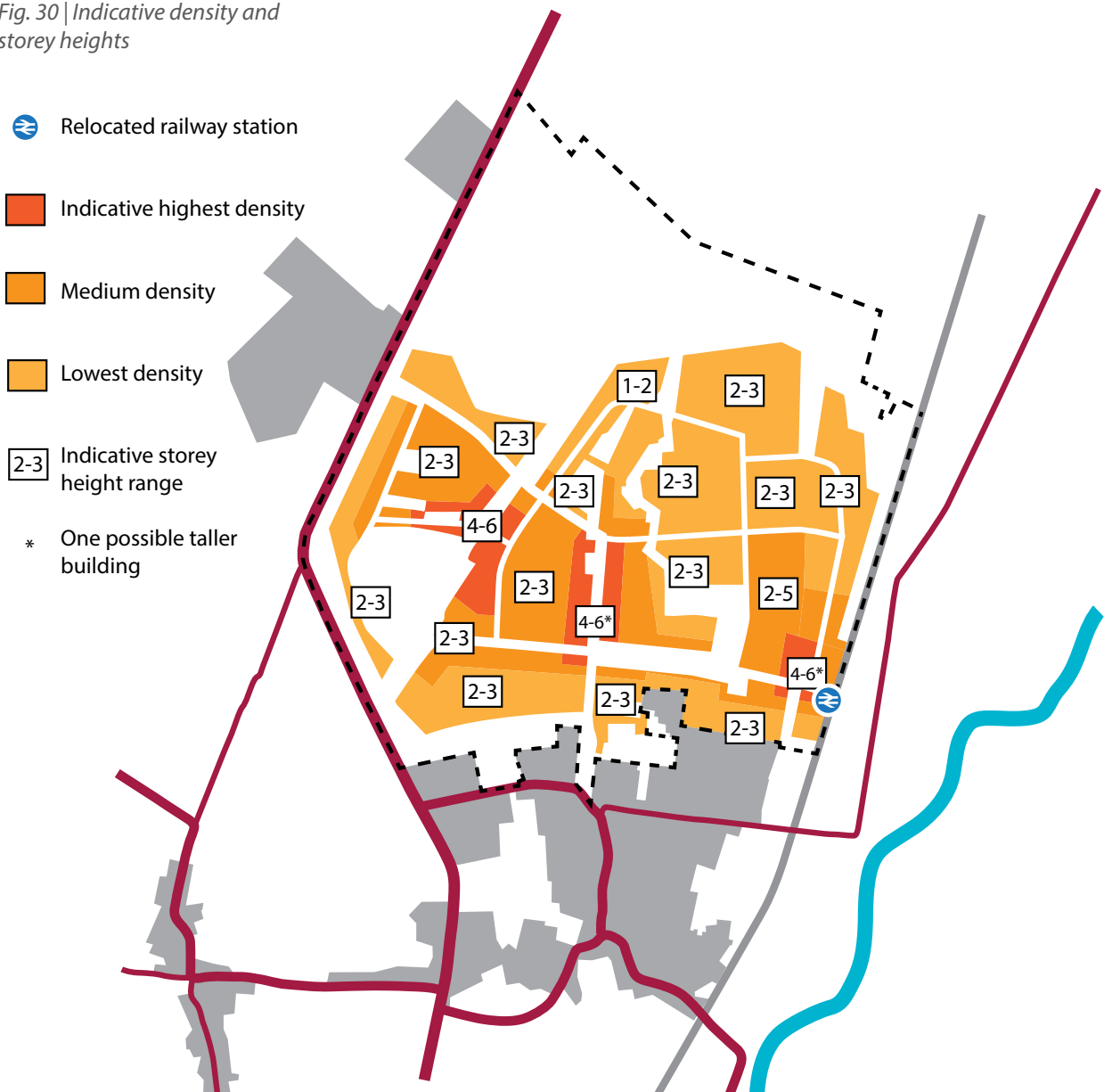
It is also considered that to enable further articulation of the wider townscape, particularly in the town centre and station quarter, the opportunity exists for a limited number of fine grained towers 'popping up' above the rest of the townscape, which could have a similar impact upon the townscape as towers have in older towns, such as in Stamford.

The existing water tower on the site is a useful reference point, it is the equivalent of 8 storeys to ridge height and can provide appropriate guidance for how a tall building can be perceived on the site. No more than two of these tallest buildings will be permitted on the site, one at the station quarter set back from the edge of the site, and another in the town centre. If the ground floor of either of these buildings were to be commercial uses then the number of storeys would need to be reduced as a commercial ground floor is usually higher than a residential floor. These

buildings will have to be of the highest design quality, potentially arising through design competition. It is also likely that because these structures will have to be finely grained, they may not take the form of standalone buildings but could be articulated additions to other buildings. Such storey heights will have to be assessed against any landscape and visual impact assessment.







Figure 30 gives an indication of what the disposition of density and storey heights across the development area could be. The areas of highest density and scale will be expected to take place around the town centre, the station district and the lakeside

Fig. 30 | Indicative density and storey heights











All of the structural elements are added together to create an indicative overall framework plan. Note that the location of vulnerable land uses in areas of residual flood risk will be subject to the findings of site specific flood risk assessments.

LAND USE

-  Residential / mixed use
-  Centres
-  Primary schools (approx. locations)
-  Secondary schools (approx. locations)
-  Sixth form college (approx. location)
-  Special educational needs (SEN) school

MOVEMENT AND ACCESS

-  Walking and cycle network
-  Circular amenity route (greenway)
-  Strategic cycle connections
-  Relocated railway station
-  Potential park and ride
-  Primary movement and public transport route
-  Primary movement and public transport route (public transport, cycle and pedestrians)
-  Secondary movement public transport route

GREEN AND BLUE INFRASTRUCTURE

-  Strategic landscape area
-  Strategic open space
-  Waterbeach lake
-  Other waterbody / watercourse
-  Woodland
-  Greenways
-  Viewpoints

HISTORICAL CONNECTIONS






-  Causeway link
-  Runway park
-  Winfold greenway
-  Heritage assets
-  Barracks formal structure



Fig. 31 | Indicative framework plan





Table 8 Summary of Structuring Elements (Fixes)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
1. Hierarchy of centres	<p>Development proposals will be required to provide a masterplan, key parameter plans and a detailed breakdown of community and retail provision (along with corresponding land budget) in accordance with the mix of uses required to support the hierarchy of town and local centres.</p> <p>Planning conditions should be used to require design coding, define appropriate phasing and monitor the management of the town and local centres.</p>	<p>Masterplan Parameter plans Land use budget</p>	<p>SCDC Local Plan Policy E/21; E/22; S/5; SC/4; SC/7; SS/6 (8) (16).</p>
Town Centre	<p>Applicants will be required to submit a separate phasing plan and a masterplan covering the town centre. A Town Centre Strategy, outlining the aspiration and long-term evolution for the town centre (including ways to incorporate the community into its growth and management should also be submitted. This should draw on relevant retail studies and sub-regional market analysis.</p>	<p>Masterplan Parameter plans Town Centre Strategy Economic Development Strategy</p>	
Station District	<p>Applicants will be required to submit a separate phasing and masterplan covering the entire Station District. A design brief for the station itself should also be prepared to ensure a high quality design is achieved. See also: Relocated Railway Station</p>	<p>Masterplan Parameter plans Design brief Economic Development Strategy</p>	
Lakeside Centre	<p>Applicants will be required to include a phasing and masterplan covering the Lakeside Centre.</p>	<p>Masterplan Parameter plans</p>	
Bannold Drove Centre	<p>Applicants will be required to include a phasing and masterplan covering the Bannold Drove Centre.</p>	<p>Masterplan Parameter plans</p>	

Table 8 Summary of Structuring Elements (Fixes) (cont'd)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
2. Education	<p>The provision of schools will be subject to triggers linked to the size of the school age population. The triggers will be defined in Section 106 Agreements. An Education Review Group will monitor school age population and anticipated need and determine the timing and phased construction of schools across the site.</p> <p>Appropriate funding for the provision of the education needs will be secured through s106 agreements.</p>	<p>Masterplan Parameter plans Land use budget s106</p>	<p>SCDC Local Plan Policy SS/6 (8) TI/9</p>
3. Primary movement and access	<p>Development proposals and supporting information must demonstrate:</p> <ul style="list-style-type: none"> - a clear user hierarchy of streets and other routes on a site-wide basis; and - how walking, cycling and public transport has been prioritised, within the site and to key destinations beyond the site. <p>Sustainable modes of travel should be phased at the earliest opportunity.</p>	<p>Design and Access Statement (DAS) Transport Assessment (TA) Movement Framework Travel Plan/ Smarter Choices package via s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; SS/6 (4) (11).</p>
Strategic walking and cycling connections	<p>Applications must be accompanied by plans for new public rights of way within the development site and demonstrate how they provide a comprehensive level of permeability within the site. Connections must also be demonstrated to strategic footpaths, cycleways, and bridleways outside the site. Provision should be made for all non motorised users including horse riders.</p> <p>Off-site contributions should also be sought as appropriate to address the current gap on National Cycle Route 11 between Waterbeach village and south of the River Cam, which breaks up due to a missing bridge across the River Cam to Ditton Meadows.</p>	<p>DAS Movement Framework s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; SS/6 (11).</p>
The Bounds	<p>Applications will be required to demonstrate how they have incorporated a traffic-free circular trail around the perimeter of the site. Design details should come forward through Reserved Matters.</p>	<p>DAS Movement Framework</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; SS/6 (11).</p>

Table 8 Summary of Structuring Elements (Fixes) (cont'd)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
4. Public transport	<p>Development proposals and supporting information must demonstrate how public transport has been prioritised, within the site, and to key destinations beyond the site.</p> <p>Sustainable modes of travel should be phased at the earliest opportunity.</p>	<p>DAS TA Movement Framework Travel Plan/ Smarter Choices package via s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; SS/6 (4) (11).</p>
Relocated railway station	<p>Development proposals must safeguard land for a relocated rail station and associated land uses.</p> <p>Applicants should be engaged with the Transport Strategy review group to support the delivery of the station with relevant partners within an early stage of the development. The timing/ delivery will be informed by the Transport Assessment and Ely-Cambridge Transport Study.</p> <p>Appropriate funding for the provision of a relocated rail station will be secured through s106 agreements with the potential for some element of private delivery. See also Station District.</p>	<p>DAS TA Movement Framework s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; TI/8; SS/6 (4) (11).</p>
Park & Ride (P&R)	<p>Development proposals should safeguard land for two potential Park & Ride facilities on site, and demonstrate consideration of commercial development around such facilities.</p> <p>Applicants should be engaged with the Transport Strategy review group to support the delivery of the P&R sites within an early stage of the development.</p> <p>Appropriate funding for the provision of P&R services will be secured through s106 agreements with the potential for some element of private delivery.</p>	<p>DAS TA Movement Framework s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; TI/8; SS/6 (4) (11).</p>

Table 8 Summary of Structuring Elements (Fixes) (cont'd)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
Public transport	<p>Public transport catchment diagrams will be required to demonstrate good accessibility of the site for large areas of the population.</p> <p>Provision of an improved service, including connections to Waterbeach village, should be phased at the earliest opportunity.</p> <p>The detailed design of public transport routes and facilities will be agreed in consultation with SCDC and the Highway Authority. Subsidisation and upfront funding should be secured through a s106 agreement.</p> <p>Stops should form high quality, attractive waiting environments, with real time passenger information, shelters, accessible boarding and cycle parking where appropriate.</p> <p>Services should develop and be enhanced beyond early provision as the town is built and services have higher patronage. This should include increasing frequencies and where possible a wider range of destinations served from the New Town.</p> <p>Proposals should also consider strategic public transport solutions that offer a step change in conventional provision, offering an attractive mass transit solution from the site.</p> <p>Development proposals should provide free or incentivised public transport travel to residents, to encourage sustainable mode share.</p>	<p>Bus catchment diagrams</p> <p>DAS</p> <p>TA</p> <p>Movement Framework</p> <p>s106</p>	<p>SCDC Local Plan Policy: HQ/1; TI/2; TI/8; SS/6 (4) (11).</p>

Table 8 Summary of Structuring Elements (Fixes) (cont'd)

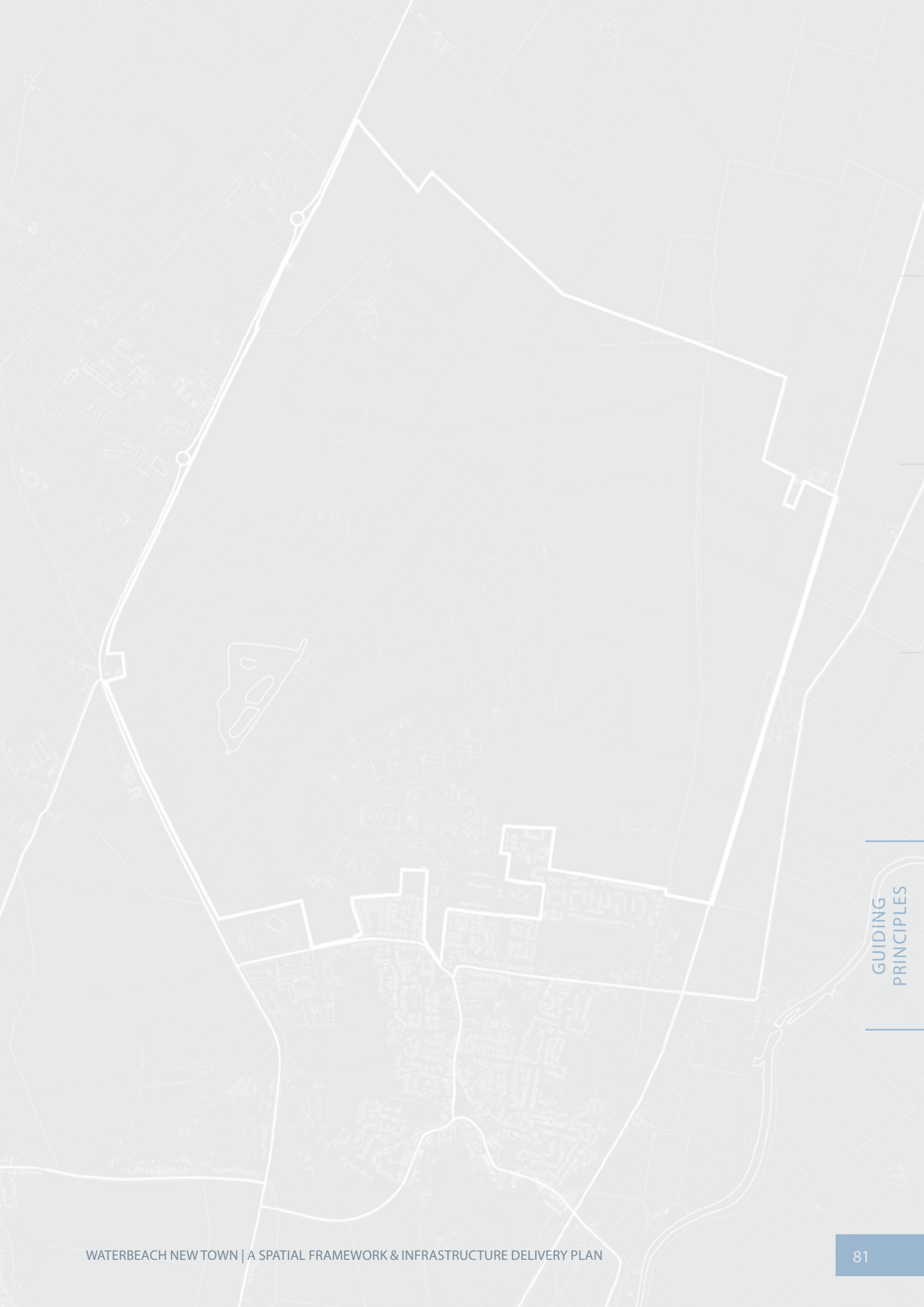
Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
5. Denny Abbey setting	Development proposals for or bordering the SLA must also be accompanied by a Heritage Statement. This should set out an assessment of the significance of Denny Abbey and demonstrate how the proposed development has responded to this, in accordance with Historic England's guidance on Setting of Heritage Assets. Proposals for the SLA should also be included within any landscaping strategy and specifically explore how the setting of Denny Abbey can be enhanced.	Landscaping strategy Heritage Statement Heritage Management Plan Masterplans Parameter plans DAS s106	SCDC Local Plan Policy: SS/6 (1)(5)(7) (9), NH/14 NPPF paras 189, 190, 193 SCDC District Design Guide SPD 5.58, 7.46, 12.24
6. Public spaces Strategic Landscape Area/ North Park Runway Park South Park Snake Pit	Applications must include landscape strategies which demonstrate that these public spaces have been incorporated into their masterplans and how they will be provided (in whole or part).	Landscaping strategy Masterplans Parameter plans DAS	SCDC Local Plan Policy: SS/6 (5)(7) (9)(10); HQ/1; NH/2; NH/6 SCDC District Design Guide SPD: 4.13, 4.14, 4.1, 6.45-6.51
7. Greenways and corridors Winfold Greenway Bannold Drove Fen edge/ rail corridor Car Dyke/ A10 corridor Denny Causeway East-west corridor Waterbeach Bounds	<p>Applications must include landscape strategies which demonstrate that the greenways and corridors have been incorporated into their masterplans and how they will be provided (in whole or part).</p> <p>Proposals must identify these routes as part of site wide masterplanning and include on key parameter plans for movement and access and green infrastructure.</p> <p>During the detailed design process, developers will need to demonstrate consideration has been given to the whole length of the greenway.</p>	Landscaping strategy Masterplans Parameter plans DAS	SCDC Local Plan Policy: SS/6 (9)(10); HQ/1; NH/2; NH/6 SCDC District Design Guide SPD: 4.13, 4.14, 4.1, 6.45-6.51

Table 8 Summary of Structuring Elements (Fixes) (cont'd)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
8. Inherited historical landscape	<p>All development proposals, masterplans and supporting design information for the site or part thereof shall provide clear evidence of the consideration (and potential resolution) of incorporating any inherited heritage assets and landscape.</p> <p>Archaeology strategies shall be contained within outline and full planning applications in order to establish areas to be investigated for archaeological remains prior to the commencement of any development or works on site.</p> <p>A programme of works, in accordance with the agreed strategy will need prior approval by the local planning authority.</p>	<p>Landscaping strategy Heritage statement Archaeology Strategies Masterplans Parameter plans DAS</p>	<p>SCDC Local Plan Policy: SS/6 (9); HQ/1; NH/2; NH/6</p> <p>SCDC District Design Guide SPD: 4.13, 4.14, 4.1, 6.45-6.51</p>
9. The Link	<p>To ensure a high quality, attractive and legible link, development proposals must identify the route as part of a site wide masterplan and include it on key parameter plans for movement and access.</p> <p>During the detailed design process, developers will need to demonstrate consideration has been given to the whole length of the Link and how the highest quality design and materials will be achieved.</p>	<p>Landscaping strategy Masterplans Parameter plans DAS</p>	
<p>10. Edge Treatments</p> <p>Strategic Landscape Area (north)</p> <p>Fen edge/ railway corridor (east)</p> <p>Waterbeach village (south)</p> <p>Car Dyke/ A10 corridor (west)</p>	<p>Design codes must be used for each phase of development with an obligation to design up to the edge boundary and to address the landscape context for each edge and adjacent phases within the Application Sites.</p>	<p>Landscaping strategy Masterplans Parameter plans DAS Design code</p>	<p>SCDC Local Plan Policy: SS/6(5)</p> <p>SS/6 (16)</p>

Table 8 | Summary of Structuring Elements (Fixes) (cont'd)

Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
Landownership (central)	<p>Design codes developed must be used for each phase of development containing an obligation to design up to edge of the interface boundary.</p> <p>In circumstances where development on adjacent land has not yet been masterplanned or subject to design code, the Applicants will make provision, through the design code for the relevant phases, for an edge condition which is either public open space, public thoroughfare (highway or footpath) or a rear boundary feature (wall/ fence).</p>	<ul style="list-style-type: none"> - Landscaping strategy - Masterplans - Parameter plans - DAS - Design code 	
11. Density and heights	<p>Density and height proposals for the town centre and station district should be discussed in their respective strategies/ design briefs.</p> <p>All development proposals, masterplans and supporting design information for the site or part therefore shall be designed in accordance with the proposed densities and heights for the development.</p> <p>Density plans and height plans shall be provided with planning applications.</p>	<ul style="list-style-type: none"> - Masterplans - Parameter plans - DAS - Density plan - Heights plan - Town Centre Strategy - Station District Design Brief 	SCDC Local Plan Policy: SS/6 (1), H/7





5 GUIDING PRINCIPLES

5.1 OVERVIEW

This section identifies guiding principles for key land uses and related issues that are not 'fixed' by the SPD, but should be used to 'guide' development. The guiding principles are organised under the following themes.

Any reference to standards refers to those that are in place at the time of the publication of the SPD and any successor documents that may be produced.

At the end of each sub-section a table is provided summarising the 'principles' and identifying the required mechanisms to ensure such principles are secured through the planning process. The table also provides a reference to key policy requirements that relates to the principle and which should be considered in parallel.

- 1 **MOVEMENT AND PLACE**
- 2 **HOUSING, MIXED USE AND COMMUNITY**
- 3 **HEALTH**
- 4 **OPEN SPACE, PLAY AND SPORT**
- 5 **BLUE INFRASTRUCTURE**
- 6 **PRODUCTIVE LANDSCAPING**
- 7 **ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE**
- 8 **PHASING**

5.2 MOVEMENT AND PLACE

1 A user hierarchy that prioritises sustainable modes of travel

A fundamental principle of the new town will be to prioritise sustainable movement across the new town, making such modes more convenient than car travel.

It will aim to prioritise:

- Walking and cycling as the preferred travel mode for local trips within the New Town, with attractive cycling access provided for longer trips, especially between Waterbeach and Cambridge;
- Public transport, including mass transit and rail, as the preferred mode for longer distance trips. Stops and stations should be located and designed to facilitate easy access on foot or by bike to allow easy multi-modal travel; and
- Private vehicles are given least priority, whilst recognising that they may remain an essential mode of travel for many users
- Residential access and town centre street layout should offer full permeability for pedestrians and cyclists with limiting through routes and permeability for vehicles. This will include the restriction of movement by vehicles except for buses between the new town and Waterbeach village, and through the town centre.

Active cycle and pedestrian routes and public transport should be provided at the earliest opportunity to encourage sustainable patterns of travel behaviour from the outset. Proposals should establish a comprehensive, site wide approach to sustainable travel delivery.

2 Create walkable neighbourhoods

An overall approach is required that will create walkable neighbourhoods and that considers land-use, density, street layout, built form and quality of the public realm.

Key factors for creating walkable neighbourhoods within the New Town include:

- Local centres - with co-located retail, community facilities, open spaces and children's play - within 800m of most homes
- Higher densities and mixed-uses close to local centres, making walking to services and facilities a possibility for more people
- Main streets laid out to provide direct and legible routes between key destinations within and beyond the site;
- Permeable street networks which provide a choice of routes and minimise the need for detours, including filtered grids which restrict vehicle movement whilst providing direct pedestrian links which retain the width and openness of the street network;
- Green corridors and other traffic-free pedestrian routes which complement and connect with the street network;
- Frequent pedestrian crossings at grade - both formal and informal, with priority given to pedestrians at points where pedestrian routes cross main streets;
- Built form which encloses and overlooks the public realm to create a comfortable and secure environment; and
- Public realm which is attractive and includes durable and consistent surfaces, with frequent opportunities for seating.

An indicative walking and cycling plan is illustrated on figure 32.

3 Create an environment for cycling

Development proposals will be required to include a high quality, permeable and prioritised network of cycle routes serving the whole town and focussed on key destinations within the New Town.

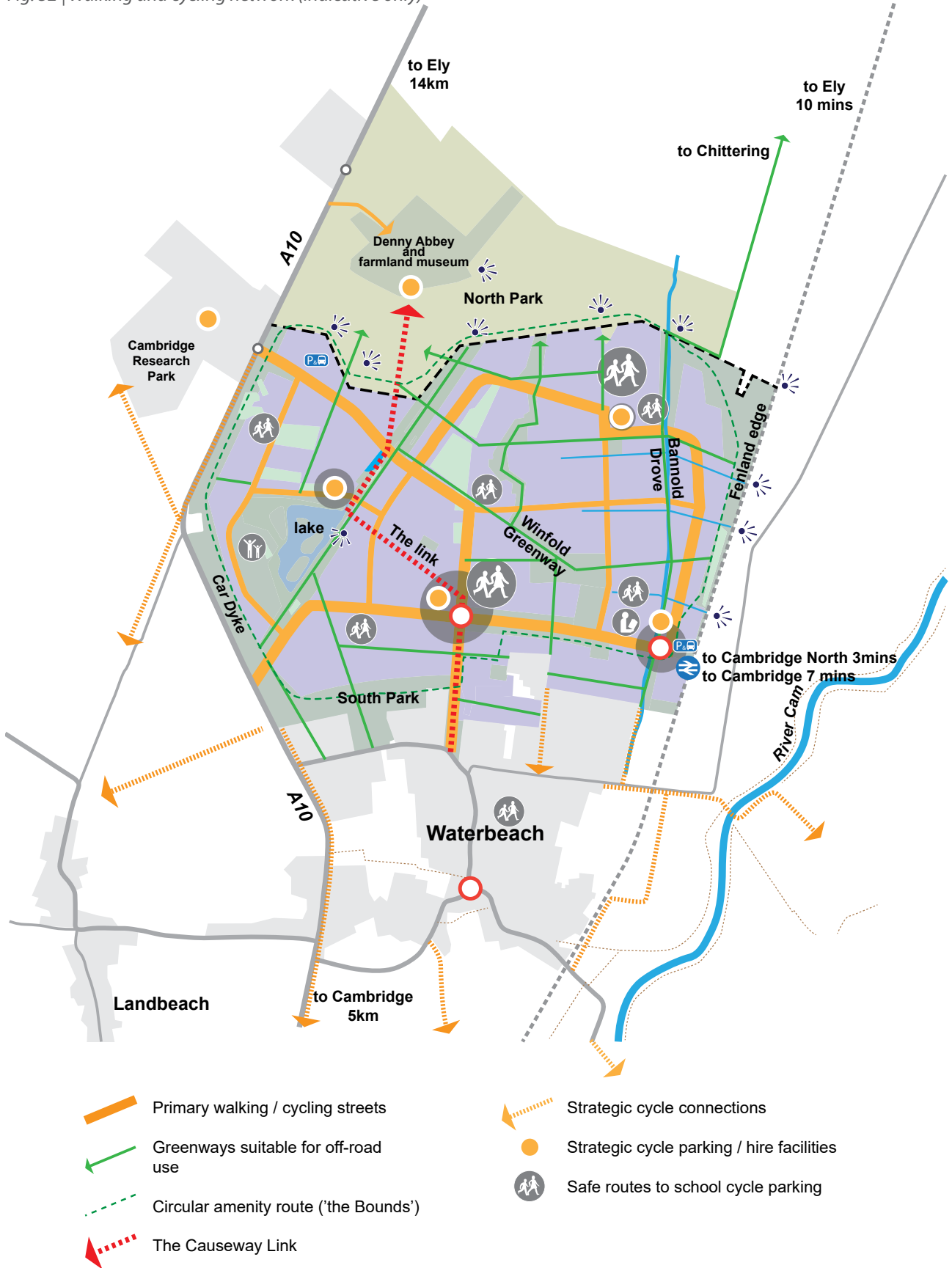
Key factors for creating an environment for cycling should include:

- A dense network of routes which accommodate cycling for local and longer distance travel for a wide range of users at frequent intervals, is of a high standard and is direct;
- Primary streets which include segregated cycle paths;
- Permeable street and cycle networks which provide a choice of routes for cyclists;
- Green corridors with shared cycle and foot paths;
- Safe crossing points where cycle routes cross streets, which give priority to cyclists over cars;
- Connections to the national cycle network and other strategic cycle routes beyond the site;
- Secure and enclosed cycle parking at local centres (in particular at the new rail station), key destinations and facilities, as well more generally within the public realm and open spaces; and
- Bike & Ride facilities at the railway station, with a high volume of secure parking. 'Bike & Go' hire facilities should be provided for visitors to the New Town. Spaces should be allowed for an associated cycle repair and sales centre at the relocated railway station cycle park.
- An indicative walking and cycling plan is illustrated overleaf (figure 32).

4 Create an environment for equestrians

Development proposals will be required to create a network of routes suitable for all non motorised users including horse riders across the site. The routes should be constructed to a multi-user standard and include appropriate barriers, soft surfaces, mounting blocks, sight lines and safe road crossing designs.

Fig. 32 | Walking and cycling network (indicative only)



The New Town should be served by high quality public transport which will facilitate local and longer distance journeys, and which is comfortable, convenient, attractive and with the flexibility to adapt over time to take into account potential emerging forms of public transport provision.

Relocation of the existing Waterbeach station to the new town will enhance rail access for a wider population base. Bus-rail links should be invested in to maximise the use of the new station.

When the rail station is relocated, a separate access to the rail station will be created through the village to enable existing residents of the village to be able to access the station without having to go out onto the A10 and access it through the new town.

The site layout should ensure the station is easily accessible on foot and by bike, with the provision of a significant number of secure and covered cycle parking spaces.

Public transport routes should serve the town with stops in key locations such as the Town Centre, local centres and Station District, as well as connecting with Waterbeach village, Cambridge Research Park, Cambridge City Centre and other surrounding towns and major employment sites.

Public transport timetables should be integrated with rail services to facilitate multi-modal trips and extend accessibility.

Park & Ride facilities should also be provided to help reduce the impact on traffic on the congested A10.

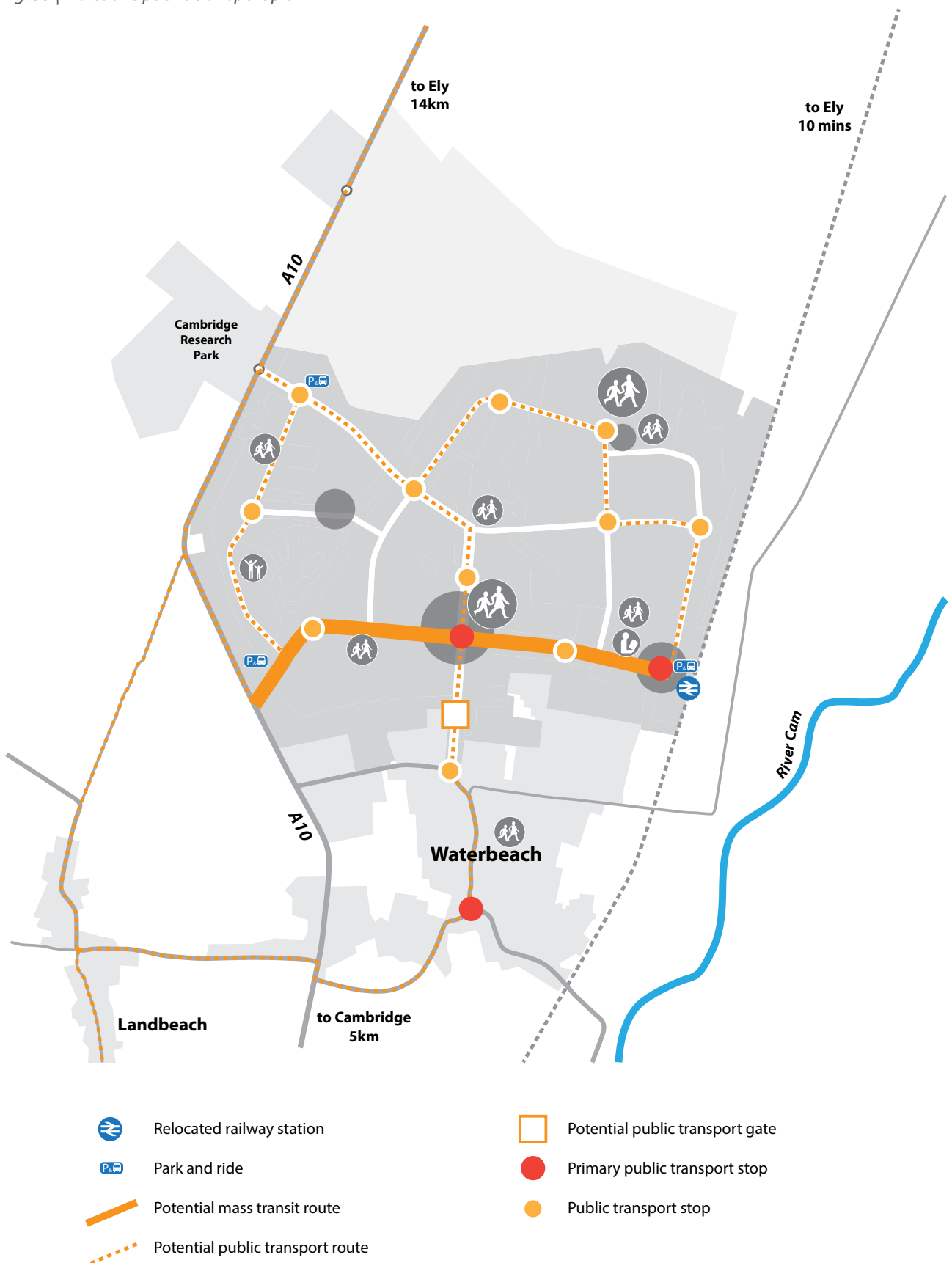
The convenience of public transport stops is of prime importance and the Council will require development proposals to:

- establish the early provision of an improved public transport service, including connections to Waterbeach village;

- provide public transport routes with priority at key points along the primary and secondary movement network; and
- ensure walking distances to public transport stops are within circa 400m.

Vehicular connections between the village and the new town will be restricted to public transport only. This could be enforced by the use of a bus gate or similar restriction.

Fig. 33 | Indicative public transport plan



6 Promote residential access

Within residential areas, the primary means of access to individual plots should be frontage access directly from the street and streets will be designed to facilitate this. In some circumstances, rear parking courts, when well designed and appropriately scaled, can be an effective way of limiting the impact of the car on the public realm, particularly in higher density areas.

Streets which have a limited role in the movement network should be laid out to discourage through-traffic. A filtered grid of residential streets can facilitate this whilst retaining permeability and a choice of routes for pedestrians and cyclists.

Development proposals and supporting information (such as the Design and Access Statement) will establish a suitable structure of land use and movement and a clear strategy for access and parking which will help guide future detailed proposals.

The layout of housing developments can potentially affect how residents travel. Plot design that locates car parking away from dwellings could discourage the use of the private car, provide a filtered grid of non-car residential streets, and help limit the vehicle impact of the New Town on the surrounding road network. Such a plot design should be encouraged wherever possible.

7 Minimise impact on the surrounding highway network

The Ely to Cambridge Transport Study is a wide-ranging multi modal study which has made recommendations on the transport schemes needed to accommodate the major development planned at Waterbeach New Town, Cambridge Northern Fringe East site (CNFE) and Cambridge Science Park (CSP).

The study has three strands:

- Strand 1 looks at the overall transport requirements on the corridor
- Strand 2 looks at the specific requirements for growth at Waterbeach
- Strand 3 looks at the specific requirements for growth at CNFE/CSP

Contributions will be required towards a package of appropriate, deliverable measures to mitigate the impact of developments on existing roads.

Strand 2 lists the following potential interventions:-

- 1) New or improved walking and cycling routes (eg between Ely, Waterbeach and Cambridge)
- 2) A new segregated busway (between Waterbeach and Cambridge)
- 3) A relocated railway station
- 4) Dualling of the A10 between the proposed southern access to the new town and the Milton interchange

The report also reviews the predicted impact of the proposed interventions on development travel behaviour and the performance of the surrounding road network, and suggests that the greatest benefits for the development are seen in the upgrading of the A10 and the Milton interchange, helping

to reduce pressure on the A10 and on parallel routes.

In order to mitigate the impact upon the A10, the development must achieve a significant modal shift towards public transport and active travel. This can be achieved through the combination of innovative Travel Plan measures and direct infrastructure provision, and could include the following:

Active Travel Improvements

New and improved walking / cycling routes between Waterbeach and Cambridge including:

1. A new cycling route via Landbeach, utilising Green End and Mere Way
2. Improvements to the existing off road walkway/cycleway adjacent to the A10, and improved crossings
3. New cross connections between the two routes described above and connecting to Cottenham
4. A new cycleway adjacent to the rail corridor between Waterbeach and Cambridge
5. Improvements to the existing National Cycle Route between the existing Waterbeach Rail Station and Cambridge
6. Greenways connecting the railway station to surrounding key destinations, facilitating multi-modal trips.

Public Transport Improvements

Provision of a new segregated busway between Waterbeach New Town and Cambridge, allowing improved and more reliable journey times. Potential provision of Park and Ride facility adjacent to the A10

Rail Improvements

Relocation of the railway station to Waterbeach New Town, to serve the

enlarged catchment population and improve accessibility.

Potential for a transport hub, with integration between rail, bus, walking and cycling, and potentially including park and ride facilities.

Highway Improvements

Strategic highway improvements that could include on or off line dualling of the A10 corridor, and upgrades the junctions on the corridor including Milton Interchange.

Local highway improvements to mitigate development impacts at all points where capacity challenges are identified

Traffic calming and measures to discourage through-traffic in local villages.

Table 9 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
1. A user hierarchy that prioritises sustainable modes of travel	Development proposals and supporting information must demonstrate: - a clear user hierarchy of streets and other routes on a site-wide basis; and - how walking, cycling and public transport has been prioritised, within the site and to key destinations beyond the site.		
2. Create walkable neighbourhoods	This will be expected to include measures to overcome identified barriers to walking and cycling, including new enhanced and extended foot/ cycle links to key destinations and to existing networks.		
3. Create an environment for cycling	Proposals should also clearly identify, on a comprehensive site wide basis, how key walking and cycling routes can be accommodated within a site wide green infrastructure network (see Framework Plan and The Bounds, Fix 3) making suitable provision for all non motorised users including horse riders along with a site wide strategy for delivery.	- DAS - TA - Movement Framework - Travel Plan/ Smarter Choices package via s106	- SCDC Local Plan Policy: HQ/1; TI/2; SS/6 (4) (11).
4. Create an environment for equestrians			
5. Provide access to high quality public transport facilities	Key cycle and bus connections to Cambridge and other key destinations should be phased at the earliest opportunity. The relocated railway station should also be provided as early in the development as possible. Subsidisation and upfront funding for public transport measures should be secured through a s106 agreement.		
6. Promote residential access	Development proposals and supporting information will be expected to establish a suitable structure of land use and movement and a clear strategy for access and parking to help guide future detailed proposals.	- DAS - Movement Framework	- District Design Guide SPD Policy: 6.81-2. - SCDC Local Plan Policy: HQ1/ (f) (h); TI/3.
7. Minimise impact on the surrounding highway network	Development proposals must be accompanied by the submission of a full Transport Assessment that assesses the cumulative development impact of the entire site, regardless of land ownership. A s106 will be used to set out financial contributions/ measures required to mitigate impact on the surrounding highway network.	- TA - Travel Plan/ Smarter Choices package via s106	- SCDC Local Plan Policy: SS/6 (11); (TI/2 (3) (4) (5). - Ely Cambridge A10 Study

5.3 HOUSING, MIXED USE AND COMMUNITY

8 Create Mixed Use Neighbourhoods

It will be essential to create a pattern of development that provides homes, jobs, services and facilities set within walkable neighbourhoods (circa 400m walking distance of public transport corridors).

Proposals should demonstrate how they will positively facilitate clusters of complementary mixed uses that encourage diversity and integration with other uses, and avoid the creation of single use or isolated facilities.

9 Adaptable buildings

Proposals should ensure that the design of buildings in the most accessible locations, particularly on primary routes through the site and on key corners and/ or key active locations, will facilitate adaption and/ or change of use to appropriate alternative uses in the future if required.

10 Housing mix

An overarching indicative housing mix is established by Policy H/8 of the Local Plan. Development proposals will demonstrate how they will contribute to and achieve a desired housing mix for the site; and how an appropriate delivery strategy to meet identified housing need can be achieved.

More detailed designs will then be able to establish how the housing mix and layout for each phase can contribute to and achieve the overall strategy.

A development of the size of the new town will provide the opportunity to achieve a range of building typologies, forms and methods of construction. The project will take a number of years to complete and thus the overall mix and typology of new homes in the context of changing needs will require review from time to time.

The NPPF paragraphs 61 and 62 state that the size, type and tenure of housing for different groups should be assessed and reflected in planning policies, and that this should include, but is not limited to those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to build their own homes.

11 Affordable and extra care housing

Policy H/9 of the Local Plan sets out the requirements for affordable housing. 40% of the homes at the New Town will be affordable in order to address housing need, except where it can be demonstrated that the level of affordable homes sought would make the development unviable in light of changing market conditions, individual site circumstances and development costs. Off-site provision and financial contributions towards future provision might also be considered.

Local experience has shown that major complex developments such as new settlements have significant infrastructure requirements, including those associated with initial opening up of a site and delivery of essential utilities – to address this the s106 agreements associated with outline planning consents will include affordable housing review mechanisms that would allow the exact level of affordable housing for each phase of development to be set based upon an appropriate assessment of the scheme's viability at that time.

In addition, It is essential that affordable housing delivered in the early phases of development is accompanied by appropriate community development and support capacity.

Affordable housing will be located across the site in areas that are well served by public transport and community infrastructure. There will be no distinction in design quality related to different types and tenures of housing provided.

12 Community Land Trusts

The Council is supportive, in principle, subject to viability and deliverability, to working with a Community Land Trust to support the provision of a new town, contributing to a broader mix of house types and delivery models.

13 Older people's housing & specialist accommodation

Consideration should be given to housing for all sections of the community including older people's housing. This should be achieved in a variety of ways including the provision of housing that is adaptable to people's changing needs and extra care/ sheltered housing.

Consideration should be given to providing housing for those with specialist accommodation needs, for example, those with learning difficulties or dementia.

14 Key worker housing

As part of the overall housing mix consideration should be given to the provision of key worker housing. The exact level of provision and how this is established in relation to affordable and market housing will be addressed through the planning application process in the light of current evidence of need at the time.

15 Self build/ Custom build plots/areas

Self and custom build will provide an opportunity to enhance the variety and deliverability of the mix of housing. The Council encourages this approach and the planning permissions for development of the New Town should make provision for an appropriate percentage of each phase or sub-phase of development to be for self and custom build homes, in accordance with Policy H8 of the Local Plan.

16 Space standards

Policy H/8 of the Local Plan requires 5% of homes, to be built to the accessible and adaptable dwellings (M4(2)standard).

All housing will provide internal floor areas which meet or exceed those set out in figure 10, Policy H/11, of the South Cambridgeshire Local Plan.

17 Private rented/ build-to-rent schemes

New build private rented/ build-to-rent schemes could make a valuable contribution to the overall mix of housing at the New Town and its pace of development. Any such scheme would need to be understood clearly in terms of the financial model being used to create a scheme, the longer-term operation of the scheme and implications of the scheme for infrastructure requirements.

18 Community led development

Establishing a sense of community can be a challenge in any new large scale development and is particularly pertinent in a New Town of this scale. Furthermore, given the proximity to the existing village of Waterbeach, measures also need to be put into place to promote integration with existing residents and facilities.

The development will be required to provide social, recreational and cultural facilities in the Town Centre and three other local centres. The location of the Town Centre has been chosen for its strong connectivity to Waterbeach village centre, thereby aiding opportunities for integration.

As outlined in CCC's 'Supporting New Communities Strategy', Cambridgeshire favours the co-location of facilities to support community cohesion and provide more convenient and efficient service delivery. On this basis, the construction of Multi-purpose Community Centres (MpCC) is favoured.

The new settlement will provide MpCCs, flexibly designed to accommodate a range of uses including library use, community meeting space, formal sports and social facilities and if relevant places of worship. Additionally, there is an opportunity for secondary schools to operate as shared facilities.

As a long term development, community facilities will need to be expanded sufficiently as the population of the New Town grows. Guidance on phasing and trigger points is provided within the Infrastructure Delivery Table (Section 6.2).

Less visible types of social infrastructure are equally important, such as volunteers

and community workers, who can deliver pragmatic opportunities to build social ties and forge feelings of belonging within a new community e.g. establishing sports clubs or coffee mornings, linking residents to support systems, etc. The requirement for such positions will be established as part of any outline planning approval and related s106 agreement.

A Military Heritage Museum is currently provided on site within the former barracks areas. This use will be expected to be retained within the development.

Consideration should also be given to the management of community uses so that they can be retained for the benefit of the community in the long-term. Governance arrangements are explored in Section 6.

The Council is keen to facilitate development that is locally community-led. Consideration should be given to this in reaching agreement on the overall housing mix for the New Town and spatially where such opportunities will arise (as part of development proposals).

The Local Plan identifies a target for 22,000 additional jobs for South Cambridgeshire between 2011 and 2031. Waterbeach New Town is included as an employment location to support the additional job targets, although it is recognised that the new town will not be self sufficient in jobs, given the location of the existing research park and close proximity of Cambridge.

There will be opportunities for a range of new jobs to be created within the New Town, from the early days of construction to the start up of new businesses, development of the town centre and local centres, the station district and the provision of new services and facilities.

The New Town will provide a significant amount of employment land, including an appropriate mix of offices, light industrial and R&D. These will be in appropriate locations focused upon the new town centre, the rail station district and other local centres. The development will be expected to provide serviced and safeguarded employment land at appropriate phased timescales during the life of the development.

The priority will be to provide sufficient flexibility in land allocation to give businesses an opportunity to stay in Waterbeach as they grow from start-ups to mature companies, helping to drive the local economy. There will also be additional job creation in retail and service sectors as well as community, leisure and education.

In addition, there will be a range of buildings provided that will facilitate home working and business start-up as well as flexibility of use (e.g. office and/or residential). Adaptable buildings on primary routes will also enable commercial uses over time.

Table 10 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
8. Create mixed use neighbourhoods	Proposals must demonstrate how they will positively facilitate clusters of complementary mixed uses that encourage diversity and integration with other uses, and avoid the creation of single use or isolated facilities.	<ul style="list-style-type: none"> - Land use budget - Masterplan - Parameter plans - Phasing plan - Delivery plan - s106 	- SCDC Local Plan Policy: SS/6, H/8
9. Adaptable buildings	Proposals must demonstrate that adaptable building designs have been considered and included where possible and feasible.		
10. Housing Mix	Development proposals will demonstrate the overall quantum, mix and type of housing to be provided along with a phasing and delivery strategy.		- SCDC Local Plan Policy: SS/6, H/8, H/9, H/10, H/12
11. Affordable and extra care housing	Development proposals will demonstrate the overall quantum, mix and type of housing to be provided along with a phasing and delivery strategy.		- SCDC Local Plan Policy: H/10
12. Community Land Trusts	Any proposals that provide a substantial variation in the required number of homes (affordable, extra care, older people and specialist, key worker) will need to be supported by a robust evidence base which justifies the change before an application can be considered positively.		
13. Older people's housing and specialist accommodation			- SCDC Local Plan Policy: H/9
14. Key worker housing			
15. Self build/ custom build plots/ areas			- SCDC Local Plan Policy: H/9
16. Space standards	Development proposals will demonstrate the overall quantum, mix and type of housing to be provided along with a phasing and delivery strategy.		
	Any proposals that provide a substantial variation in the required number of accessible and adaptable homes will need to be supported by a robust evidence base which justifies the change before an application can be considered positively.		- SCDC Local Plan Policy: H/9, H/12

Table 10 | Summary of Principles (cont'd)

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
17. Private rented/ build-to-rent schemes	Development proposals will demonstrate the overall quantum, mix and type of housing to be provided along with a phasing and delivery strategy.	<ul style="list-style-type: none"> - Land use budget - Masterplan - Parameter plans - Phasing plan - Delivery plan - s106 	
18. Community led development	<p>Development proposals will be required to submit a Community Strategy which demonstrates the provision of adequate and suitable facilities. Outline applications will include key parameter plans and an indicative land budget demonstrating the approximate location of key land uses along with the potential land take/floor space required.</p> <p>A s106 agreement will be used to secure funding towards the required community infrastructure.</p> <p>Development proposals will be required to provide a phasing plan for community uses and outline measures for temporary facilities during the early stages of development.</p> <p>The s106 agreement will be expected to support the funding of a dedicated Community Officer who can implement community initiatives in the early stages of development.</p>	<ul style="list-style-type: none"> - Land use budget - Masterplans - Parameter plans - Community Strategy - s106 	<ul style="list-style-type: none"> - SCDC Local Plan Policy SC/4; - NPPF paras 8, 34, 92; - CCC's 'Supporting New Communities Strategy'
19. Employment, innovation and enterprise	Development proposals will be expected to deliver sites in appropriate locations for employment uses, to be provided through a phasing strategy and Economic Development Strategy prepared in partnership with the Local Authority and key stakeholders.	<ul style="list-style-type: none"> - Land use budget - Masterplans - Parameter plans - Town Centre strategy - Economic Development strategy - s106 	<ul style="list-style-type: none"> - SCDC Local Plan Policy SS/6 (8).

5.4 HEALTH

20 Healthy Communities

The NPPF requires that Local Planning Authorities make decisions that enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

It is essential that the New Town is developed and designed as a healthy community, and one that is:

- i) A good place to grow up and be old in.
- ii) A place that supports healthy behaviours and supports reductions in health inequalities.
- iii) A place that enhances and, where appropriate, encourages the physical and mental health of the community through:
 - promotion of healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities;
 - creation of green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport;
 - provision of places and spaces which enable and encourage social interaction for people of all ages;
 - meeting the needs of children and young people, allowing them to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

Development proposals for the site should take into account the following criteria, in order to achieve holistic health outcomes for new residents:

- i) Promoting active travel – to increase physical activity and reduce obesity;
- ii) Improve air quality - poor air quality is linked with congestion, asthma and other related diseases; and
- iii) Addressing mental health - to help build resilience, reduce loneliness and improve wellbeing.

To support positive mental health outcomes, development proposals should ensure:

- essential and accessible services and a community hub for residents are provided in the town centre and local centres; and
- governance and management arrangements are in place which provide opportunities for increased engagement (see Section 6.7).

21 Healthcare Provision

The development will be required to provide a new healthcare centre to include a GP surgery. Dental surgeries, pharmacies and optometrists will also be required. These facilities should be located within the town centre and/ or local centres, close to public transport services, and phased alongside the delivery of new homes. Table 11 sets out health infrastructure requirements for the New Town.

Table 11 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
20. Healthy Communities	<p>Applicants should demonstrate that promoting healthy and active lifestyles has been considered as part of their proposals.</p> <p>Development proposals should include a Health Impact Assessment (HIA) to showcase how the masterplan will effect the health of its population. A HIA is a combination of procedures, methods and tools that systematically judges the potential, and sometimes unintended, effects of a policy, plan, programme or project on the health of a population and the distribution of those effects within the population along with appropriate actions). This will enable planning decisions to take health into account</p> <p>A community activation strategy should be produced for initial phases of development. This should be secured through planning conditions.</p> <p>Provision for the emergence of community led governance arrangements.</p>	<ul style="list-style-type: none"> - Health Impact Assessment - Community Activation strategy - Masterplans - Parameter plans - s106 	<ul style="list-style-type: none"> - SCDC Local Plan Policy SC/2. - SCDC Health Impact Assessments, adopted in March 2011.
21. Healthcare Provision	<p>Development proposals will be required to include provision for a new GP surgery, alongside appropriate accommodation options for dental surgeries, pharmacies and optometrists, with the town and or/ local centres.</p> <p>Healthcare provision should be secured through the s106 agreement and phased alongside the delivery of new homes.</p>		

5.5 OPEN SPACE, PLAY AND SPORT

22 Create a multifunctional green network

The site must achieve a fully multifunctional network of green infrastructure and development proposals must follow recommended open space requirements set out in the local plan. The site affords extensive opportunities to create and experience a diverse range and variety of connected accessible open spaces. Each will offer and contribute to a diverse range of green infrastructure functions set within a distinctive landscape. This will include:

- providing a range of amenity spaces that offer extensive opportunities for people to partake in active or passive recreational activities close to home or places of work;
- ensuring that environmental quality and amenity value promote sustainable lifestyle changes, to improve social interaction and improve physical and mental health and wellbeing;
- ensuring climate change resilience through the implementation of measures to alleviate flooding and efficiently manage water resources; increasing tree coverage to reduce air temperature, improve air quality and provide shade, cooling, wind interception and an insulation role; and encouraging active travel to reduce car dependency;
- providing ecological benefits through the increase of specific high value habitat areas, encouraging species movement and population growth; and
- utilising the opportunity to connect to the many surrounding green infrastructure assets and explore improved connections such as additional crossing points over the railway.

23 Respond to and enhance the local landscape context

Development proposals should respond to the local landscape context of the NCA 46 'The Fens' landscape character area.

The following will need to be considered:

- due to the characteristic openness of the Fen landscape, planting to filter views of the new development would need to be sensitively managed to avoid creating an inappropriate sense of enclosure or introducing visually intrusive planting;
- views to and from key landmarks, such as church steeples and Denny Abbey, will be retained, as well as those out to the fenland landscape to the east and to Ely Cathedral in the north;
- the eastern edge along the railway line which could include wetland areas where possible and informal woodland planting to filter higher density development;
- the alignment of streets to respond to field patterns, woodland blocks and other key landscape features.

A significant amount of play space will be required in the new town. Based on the current requirements set out in Policy SC/7 of the Local Plan and SCDC's 'Open Space in New Developments' SPD and Fields in Trust Guidance, the development must provide an appropriate mix of formal, equipped children's play, including Neighbourhood Equipped Areas of Play (NEAPs), Local Areas of Equipped Play (LEAPs), Local Landscaped Area for Play, Space for Imaginative Play (SIPs) and Local Areas of Play (LAPs). This should also include additional identified and managed space for spontaneous play.

Facilities should be located within or immediately adjacent to residential areas to benefit from natural surveillance and proximity to walking/ cycling routes.

Each play space will be design-led and specific for its location integrating landscape, play equipment and natural play features offering a wide variety of activities/challenges in accordance with "Design for Play: A Guide to Creating Successful Play Spaces" (DCSF and Play England, 2008).

Outdoor sports facilities will be required. These will typically include sports pitches (grass and artificial), athletic tracks, school or other institutional playing fields, tennis courts, multi-use game areas (MUGAs) and sports greens. In accordance with Policy SC/7 of the Local Plan and SCDC's 'Open Space in New Developments' SPD, 1.6ha of outdoor sports provision should be provided per 1000 people.

Outdoor sports provision should be accommodated within a small number of locations, and ideally located close to local centres (the exception to this are MUGAs which should be integrated throughout the proposed development so that all residents are within 1km/ circa 15 minute walk of a MUGA).

All outdoor sports facilities will be accessible by sustainable modes of transport and as much as possible easily accessed from the development's green corridor routes. They should also include changing facilities, club storage facilities, lighting and safe parking (including secure cycle parking).

Shared and dual use of sports facilities at schools is encouraged and should be explored with the Local Education Authority (LEA). Where this is proposed, the applicants will be required to demonstrate that such agreements with the LEA can be delivered.

Any changing facilities, club storage facilities, and other related built development should be located within the Major Development Site (MDS). No MUGAs or floodlit sports pitches should be provided to the north of the MDS boundary to help provide an appropriate setting for Denny Abbey.

Table 12 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
22. Create a multi-functional network	Relevant planning applications must include landscape strategies which demonstrate that a multi-functional green infrastructure network has been incorporated into their masterplans and how they will be provided (in whole or part).	<ul style="list-style-type: none"> - Landscaping strategy - DAS - Masterplans - Parameter plans 	<ul style="list-style-type: none"> - SCDC Local Plan Policy: SS/6 (5)(7) (8)(10); HQ/1; NH/2; NH/6 - SCDC District Design Guide SPD: 4.13, 4.14, 4.19, 6.45-6.51 - SCDC Open Space in New Developments SPD
23. Respond and enhance to the local landscape context	Relevant planning applications must include landscape strategies which demonstrate how they have responded to the local landscape context.	<ul style="list-style-type: none"> - Landscaping strategy - DAS - Masterplans - Parameter plans 	<ul style="list-style-type: none"> - SCDC District Design Guide SPD: 4.19, 5.2, 6.15, 6.45-6.51 - SCDC Local Plan Policy: SS/6, HQ/1; NH/2; NH/6
24. Play space	Development proposals must demonstrate that they adhere to the informal open space and children’s playspace provision standards as outlined in SCDC’s ‘Open Space in New Developments’ SPD.	<ul style="list-style-type: none"> - DAS - Masterplans - Parameter plans - Open Space Strategy - s106 	<ul style="list-style-type: none"> - SCDC Open Space in New Developments SPD - SCDC Local Plan Policy: SS/6 (8) (10), SC/7, SC/8
25. Outdoor Sports Facilities	Development proposals must demonstrate that they adhere to the Outdoor Sports provision standards as outlined in SCDC’s ‘Open Space in New Developments’ SPD.	<ul style="list-style-type: none"> - DAS - Masterplans - Parameter plans - Open Space Strategy - s106 	<ul style="list-style-type: none"> - SCDC Open Space in New Developments SPD - SCDC Local Plan Policy: SS/6 (8) (10), SC/7, SC/8

5.6 SUSTAINABLE DRAINAGE

26 SuDS Design

Any development on the site will be required to manage the drainage of the site. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

For development on land that was previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event.

To enable this to occur, Sustainable Drainage Systems (SuDS) will be required.

Schemes will need to be designed within a site wide context, which do not prejudice the ability of any adjoining landowner to bring forward their part of the overall development. The benefits of this approach include:

- Mimicking the natural catchment processes of the site as much as possible;
- Improving surface water run-off rates (to greenfield rates) and volumes (in order to reduce flood risk and the impacts of storm events);
- Attenuating and treating any surface water runoff generated by new development, and where possible, betterment (in order to maintain and improve water quality);
- Reinforcing the rich local fenland character, which is an important feature of the eastern part of the site;
- Integrating into, and contributing to the amenity value of, the green infrastructure

network/ landscaping proposals;

- Enhancing biodiversity, through the provision of wetland habitats and associated native planting;
- Creating small surface water catchments through a trail of well distributed small SuDs features in order to deal with the flat topography of the site;
- Designing the site layout to channel rainfall water away from properties, and including flood resilient and resistant measures within properties to limit the impact of any future extreme flood events.

SuDS strategies will be developed for Waterbeach in accordance with sustainable drainage principles and best practice, as provided in the CIRIA SuDS Manual C753 or any successor documents.

SuDS should be designed to take into account the site's already plentiful water features, including the lake, series of ponds along the former golf course and Bannold Drove. A number of drainage features such as swales, open channels, permeable paving, filter strips, ditches, bio-retention ponds, detention basins and attenuating systems should also be considered. Water levels within the lake and water courses should be maintained.

Given the new development may reduce runoff into the Waterbeach Internal Drainage Board (IDB) drainage system, which supports local agricultural irrigation demands during the summer months, the SuDS design should also explore the opportunity for new water features to act like reservoirs to store water for abstraction during this period.

Where SuDS features are present in streets, they should be designed so as to appear an integral part of the street.

27 SuDS Maintenance

Developers will be expected to make contributions to the construction and maintenance of SUDs, in accordance with Environment Agency advice and the provisions of the Flood and Water Management Act (2010).

The SuDS network should be designed to allow ease of access and maintenance.

To ensure the satisfactory management of the surface water scheme in perpetuity with the development, development proposals should include suitable arrangements and mechanisms for the set up of a SuDs management company if relevant.

Table 13 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
26. SuDS Design	<p>Proposals for development must demonstrate that they have incorporated the holistic integration of sustainable drainage systems informed by a site-wide strategy.</p> <p>The Waterbeach Internal Drainage Board (IBD) should be consulted to inform the SuDs strategy and to agree allowable run-off rates.</p> <p>A planning condition should be attached to any outline planning application requiring a SuDS strategy to be submitted to the LPA prior to the construction of development.</p>	<ul style="list-style-type: none"> - Flood Risk Assessment - SuDS strategy - DAS - Masterplans - Parameter plans 	<ul style="list-style-type: none"> - SCDC Local Plan Policy: SS/6 (13); CC/7; CC/8; CC/9 - NPPF para 163 - NPPG on Flood Risk and Coast Change (updated March 2015) – para 51 - Cambridgeshire flood and water SPD
27. SuDS Maintenance	<p>The joint working group should discuss with relevant parties the approach to the management of the SuDS network and establish a management company if relevant.</p>		

5.7 PRODUCTIVE LANDSCAPE & PLANTING

28 Productive landscapes

Productive landscapes, such as allotments and community orchards offer social, environmental and place-making benefits for any new development. They represent important opportunities to integrate permaculture into Waterbeach's urban environment.

The District Council's recommended standard is for 0.4ha of allotment provision per 1000 population. Sites should be:

- Positioned so that they benefit from natural surveillance from surrounding properties;
- Located within accessible locations from residential areas, including for those with physical disabilities;
- Where appropriate, supplied with water and electricity together with toilet facilities, composting facilities, secure storage facilities and rubbish bins; and
- Offer access points for vehicular delivery / dropping off relevant materials, and appropriate provision of car and cycle parking spaces.

29 Planting

Planting within the streets and open spaces will also be used to soften the new built form and to loosen up the density of the development. Planting will help create a sense of identity and arrival, provide structure, frame views and enhance microclimate.

Streets should incorporate trees and planting which are resilient and simple to maintain.

Structured planting, including woodland blocks, copses, and individual trees can provide an occasional sense of enclosure. Mature trees of suitable quality and health located in the former barracks area will be expected to be retained in any new masterplan for the area.

Hedgerows should be planted to provide habitats for small animals.

By planting fruit and flower bearing species as well as maintaining a joined hedge with limited gaps, successful ecological corridors traversing the site north-south and east-west will be created. Ideally there should be an established wide verge from the centre of the hedges to protect and maintain the hedgerow habitat. These grass margins are essential for many invertebrates and ground nesting birds as well as buffering hedges from impacts and disturbance. For appropriate species lists, please see p77, Cambridgeshire Landscape Guidelines (1991).

Table 14 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
28. Productive landscapes	<p>Development proposals must show how they have retained and where possible enhanced the existing biodiversity of the site to support productive landscapes.</p> <p>Applicants will be expected to demonstrate that their proposals are capable of delivery.</p> <p>Applications must be accompanied by a landscape and ecology management plan (LEMP) which set out how impacts on existing and newly created productive landscapes will be mitigated and managed.</p> <p>Development proposals must demonstrate that they adhere to the allotment provision standards as outlined in SCDC's 'Open Space in New Developments' SPD.</p>	<ul style="list-style-type: none"> - Landscape strategy - LEMP - DAS - Open Space strategy - Masterplan - Parameter plans 	<ul style="list-style-type: none"> - SCDC Local Plan Policy SC/7 - SCDC District Design Guide SPD 6.913 - SCDC Open Space in New Developments SPD
29. Planting	<p>A site-wide planting scheme should be considered and incorporated within the landscape strategy.</p> <p>Details regarding planting schemes should come forward through detailed planning applications.</p>	<ul style="list-style-type: none"> - Landscape strategy 	

5.8 ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE

30

An integrated and site-wide approach to the environment

Development proposals for Waterbeach New Town will be expected to address the environmental principles of sustainable design and construction in an integrated manner and look at the opportunities presented by the site as a whole. It will be committed to achieving excellence in sustainable development.

As expressed in Policy SS/5 (para 12), all opportunities to exceed the sustainable design and construction standards established by the emerging Local Plan should be explored.

31

Sustainable design and construction

New development at Waterbeach will demonstrate excellence in sustainable design. Development should seek to exceed the design principles set out in the Sustainable Design and Construction SPD (June 2007), or through any newer guidance or policy.

Sustainable design principles include:

- Avoiding adverse impacts on biodiversity and the natural environment, and where possible, promoting and enhancing them in a way which is harmonious with the Cambridgeshire and Fenland landscapes;
- Incorporating energy and water efficiency measures into neighbourhood and building design, and investigating opportunities for on-site renewable or low-carbon energy generation;
- Siting and designing development in a way which minimises the risk of flooding and

other climate-change related impacts (e.g. overheating);

- Incorporating sustainable urban drainage systems;
- Embedding climate change mitigation and adaptation into all aspects of the New Town's design;
- Utilising construction materials with low embodied energy, and which are locally sourced, as much as possible. This includes the efficient re-use and recycling of the existing building materials of the Barracks buildings where feasible. Construction materials which have poor sustainability credentials should be avoided;
- Using construction methods and technologies with lower environmental impact where possible;
- Investigating where Modern Methods of Construction (the manufacture and pre-fabrication of structural building parts offsite) could be harnessed to reduce environmental impacts; and
- Utilising spoil generated on site for ground level raising, and where possible, mounding for barriers against traffic noise.
- Healthy homes and healthy workspaces. See work carried out by UK Green Building Council and WELL Building Standards.

The Council has adopted the Cambridgeshire Flood and Water Supplementary Planning Document (the Flood and Water SPD), and this should be considered when preparing planning applications.

Planning applications for the site will need to be accompanied by a Site Specific Flood Risk Assessment which meets the requirements of national guidance, and the Flood and Water SPD; and which in particular takes account of a sequential, risk-based approach to the location and quantum of development on site.

The significant majority of the new town site lies within flood zone 1, the lowest area of fluvial and tidal flood risk and which provides adequate space to accommodate a new town of approximately 8,000-9,000 homes. Small areas on the east and west edges of the site are in flood zone 2 and 3.

Whilst mostly located in flood zone 1, hazard modelling has shown that currently the eastern edge of the major development site could be at risk if a breach of the existing flood defences on the River Cam were to occur. This primarily impacts land to the east of the Bannold Drove track.

Breach modelling was carried out to inform a Water Cycle Study for the site in 2014, guided and endorsed by a stakeholder group comprising Anglian Water Service Ltd, Cambridgeshire County Council, Cambridge Water, the Environment Agency, South Cambridgeshire District Council and the Waterbeach Level Internal Drainage Board.

In line with the principle of the sequential approach within National Planning Policy and Guidance, and in the Flood and Water SPD,

vulnerable development should be avoided wherever possible in areas at risk of flooding from any source. Where this is not possible and development has to be located in areas at current or future flood risk, vulnerable¹ development should be located in areas of lowest flood risk so as to minimise flood risk to people and property.

Where development in flood risk areas is deemed necessary, developers will need to ensure a long term solution is put in place that follows the flood risk management hierarchy in the NPPF (with accompanying practice guide) and the Cambridgeshire Flood and Water SPD. Flood control measures should be considered to:

- Steer flood risk away from development without increasing risks to others, and consider opportunities to reduce flood risk overall, taking account of climate change projections;
- take account of and where possible meet green infrastructure objectives; and
- ensure that flood assets that the development relies upon have a maintenance regime indicated that can sustain them for the lifetime of the settlement whilst minimising any need for pumping.

Developers should seek opportunities to collaborate with local partners and infrastructure providers to assist with funding, design, delivery and future upkeep of flood control measures. Planning obligations may be necessary to secure and maintain infrastructure on or off-site as appropriate.

The site of the Waterbeach New Town is allocated for development in the South Cambridgeshire Local Plan adopted in September 2018. National Planning Policy requires that land be used effectively whilst safeguarding and improving the environment

¹ Highly vulnerable and more vulnerable land uses as defined in National Planning Policy Guidance (including new dwellings, schools, nurseries etc.).

and ensuring safe and healthy living conditions.

Where it is not possible, consistent with wider sustainability benefits, for development to be located in areas with a lower risk of flooding, development which is vulnerable to flood risk arising from a breach of flood defences must be demonstrated to be safe for its lifetime, not increase flood risk elsewhere and have wider sustainability benefits to the community which outweigh any residual flood risk. Plans and development should also seek opportunities to reduce the causes and impacts of flooding. The Council will have regard to the objectives and criteria used within the Local Plan's Sustainability Appraisal framework in making an assessment of the wider sustainability benefits of such development.

In regard to these wider sustainability benefits, the new railway station site (with planning permission) is located within flood zone 2. The National Planning Policy and Guidance requires the effective and optimal use of land. This includes taking account of the availability and capacity of infrastructure and its scope to promote sustainable travel modes that will help limit future car use. The

Council has proactively reduced flood risks around the station by relocating it to an area at lower risk than its current location.

The suitability of the land at risk of flooding, including land east of Bannold Drove in flood zone 2 and at residual flood risk, to accommodate vulnerable land uses will need to be carefully considered through the planning application process. Such applications and their assessment will have appropriate regard to: a sequential approach being taken in accordance with the NPPF, taking opportunities to control risks and where possible, reduce flood risk overall. Proposals should secure long-term management and maintenance requirements, and take account of upper scenario future climate change and any wider sustainability benefits of development in this location.

Development will be expected to be designed and built in accordance with the energy hierarchy of:

1. Reducing energy by design:
Through consideration of building orientation and layout (for example, to promote passive heating in winter and cooling in summer), optimising opportunities for natural light; and by adopting a 'fabric-first' approach to building design.
2. Using energy efficiently:
Through integration of efficient systems for heating, cooling and where possible, heat recovery technologies.
3. Using renewable and low-carbon energy: and incorporating renewable energy technologies within the development e.g. photovoltaic, district heating networks, etc. Proposals for renewable or low carbon technologies must demonstrate how they mitigate any adverse impacts on the environment.

Developers should also think beyond the energy hierarchy to the role of smart energy systems, combining renewables, EV charging, battery storage and flexible plug and play systems to help offset some of the costs of grid reinforcement.

Developers should explore, on a site-wide basis, the significant opportunity to incorporate on-site renewable and low-carbon energy generation solutions within the New Town such as gas powered turbines, electrical storage, district heating, micro-grids and Combined Heat and Power (CHP). This should be done as part of an Energy Strategy that accompanies the outline planning application stage.

Additionally, building-specific technologies such as solar photovoltaic panels (PV), solar water heating, Air Source Heat Pumps (ASHPs), Ground Source Heat Pumps (GSHPs), Water Source Heat Pumps (WSHP) and biomass should also be actively considered.

In accordance with Policy CC/3 of the Local Plan, any new dwellings and new non-residential buildings of 1000m² or more at Waterbeach will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.

The opportunity to export heat and/or power from the potential new future Energy from Waste (EfW) facility at Waterbeach Waste Management Park adjacent to the site should also be monitored and explored (subject to approval by Cambridgeshire Country Council, the facility is expected to be operational in 2022 and will generate 27MW of residual energy, enough to serve the equivalent of 45,000 homes).

Given that Waterbeach is located within an area of water stress, a key priority for development will be to promote water efficiency and water-sensitive design. In accordance with Local Plan policy CC/4 and the South Cambs District Design Guide (2010), new development should follow a hierarchical framework of:

1. Reducing water demand
2. Intercepting and using rainwater before returning it to the mains
3. Intercepting greywater for lower grades uses, such as waste removal or municipal/ domestic irrigation.

To achieve practicable water conservation, the approach taken to all new dwellings:

- Should seek to reduce internal potable water consumption to less than 110 litres/ person/day;
- Should include measures such as water meters, low/ dual-flush toilets, flow restrictors on basin taps, aerated taps, smaller capacity baths and low-flow showers; and
- Should explore the incorporation of rainwater harvesting systems for irrigation purposes and where cost-effective, grey water recycling systems also. This approach should involve early discussions with statutory undertakes, like Anglian Water, to develop out community scale opportunities linked to new wastewater treatment works.

All non-residential developments:

- Must achieve a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels, unless demonstrated not practicable; and
- Should explore the incorporation of water re-use and grey water recycling systems, which become more practicable at larger scales, e.g. school buildings, hotels.

Opportunities for community-wide water re-use and grey water recycling schemes should also be explored at outline planning application stage and considered as part of the drainage strategy for the site to ensure an integrated approach to water management.

Landscaping proposals should consider planting that relies on seasonal precipitation and therefore reduces the need for irrigation or supplemental watering (xeriscaping) where practicable.

The development will be expected to include a temporary waste management facility for separation and recycling of inert construction, demolition and excavation wastes. The purpose of this temporary, on-site facility will be to enable the sorting, separation and reuse/ recycling of inert construction, demolition and excavation wastes.

These facilities should be put in place at the outset of site development and continue to operate throughout all phases of development on a site wide, comprehensive basis. Facilities may need to be moved within the site according to initial location and phasing of development but this should be achievable given the space available within each of the respective development areas.

The development of these facilities should consider links to other technical strategies, such as landscape and visual, noise and vibration and flood risk management, where the use of excavated materials could be considered in developing appropriate environmental mitigation strategies (e.g. SuDs features, noise bunds, landscape and visual impact bunds).

Innovative approaches to household waste collection and storage should be considered in the development. The use of underground household waste storage and collection, particularly in high density areas, is an example of such an approach and can assist directly in reducing carbon emissions by taking away the stop-start collection of traditional above ground wheelie bins. Communal underground bins can encourage recycling without detracting from the streetscape. Software can also alert the collection company to ensure collections only take place when the bins are full, vastly reducing the collection time. An example of such a scheme can be seen at the North West Cambridge Development.

The site contains a rich ecology including birds, amphibians, mammals and reptiles, within multiplicity of habitats, and supports waterbodies from ponds to the main lake.

Policy SS/6 of the Local Plan requires a full programme of ecological surveys and monitoring, to guide the production of a Landscape Ecology Management Plan (LEMP) to ensure appropriate mitigation and enhancement. This should include:

- providing open green space that uses existing corridors, such as the airfield runways, to ensure ecological connections to existing woodland and grassland habitats are maintained;
- expanding and creating wildlife corridors that connect with the surrounding area and adjacent County Wildlife Sites;
- retaining appropriate habitat areas including woodland and hedgerows;
- creating a mosaic of multifunctional habitat which embraces the site's landscape and ecological character;
- providing a habitat-focussed site within an area of the fenland that is currently dominated by agricultural land use, lacking in accessible open green space, and possessing limited biodiversity;
- connecting fragmented existing grasslands, woodland and wetland habitats with new habitats;
- selecting plant species that reflect local soil typology, particularly rich peat and clay grasslands;
- specifying native species where possible that attract pollinators; and
- developing a comprehensive blue network within and beyond the site, incorporating wetland, fen, reedbed and wet woodland habitats as appropriate.

Development proposals will be expected to mitigate the impacts of noise, light and human disturbance on the environment. Whilst there is an overall aspiration to encourage public accessibility across the Green Infrastructure Framework, development proposals need to consider measures to promote public access along the least ecologically sensitive green infrastructure elements and incorporate passive design elements that minimise public activity on the most ecologically sensitive sites. In addition:

- development proposals will also consider the siting of land uses which generate the most noise and light away from the most sensitive ecological and heritage environments; also the protection of other sensitive uses such as residential;
- where permanent lighting is required within the vicinity of sensitive habitats, such lighting will be sensitively designed to minimise light spillage and be located as close as possible to the development edge as practicable;
- noise and vibration impacts resulting from the road and railway may be

effectively managed through placement of sensitive receptors at a suitable distance from both the A10 and railway line, and this should be a key consideration during the masterplanning process; and

- the flat topography of the site means an appropriate 'buffer distance' to mitigate noise impacts would not be practicable; therefore, bunding, planting and consideration of building layout and design opportunities are recommended to minimise noise and vibration impacts.

No permanent lighting should be located where it would detract from the significance of Denny Abbey including in regard to its wider setting taking into account views to the south and east.

Although Waterbeach New Town is not located within an Air Quality Management Area (AQMA), air quality should be considered for both the design and operational stages of development, to ensure the quality of life of existing and new residents is not adversely affected by air pollution.

Development should comply with best practice guidance set out in the IAQM Land Use Planning & Development Control: Planning for Air Quality (2017), or any successor document.

Consideration should be given to mitigating emissions at the site wide level, through:

At the design phase:

- Designing the layout and siting of new infrastructure relative to development areas in a way which minimises exposure to air pollution;
- Locating uses for sensitive members of the population e.g. the elderly, schoolchildren, in a way which reduces exposure to pollution sources. Specifically, such uses should avoid locations near to the A10 to the west of the site and rail line to the east. Appropriate buildings standards will be applied upon the agreement of final locations;
- Promoting and integrating sustainable transport measures into the design, in accordance with Policy SC/13: Air Quality, of the Local Plan, in order to reduce additional road traffic on the A10 and local network (see Fix 4 and Principles 1 & 4 also);
- Designing the layout and connectivity of the development to encourage walking

and cycling in order to reduce motor vehicle use and associated emissions (see Fix 3 and Principles 2 & 3);

- Avoiding the creation of “street canyons” which tend to inhibit effective pollution dispersal;
- Mitigating the impacts of combustion emissions through well sited vents or chimney stacks; and
- Considering the needs of future sustainable transport systems/ choices/ vehicles, etc.

At the operational phase:

- Provision of electric vehicle (car and cycle) charging points and public parking areas – at least 1EV “rapid charge” point per 10 residential dwellings and/ or 1000m² of commercial floorspace will be required. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be provided;
- Provision of priority parking for electric vehicles. It is anticipated that as this technology adapts, the requirement for charging points will also change.

Table 15 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
30. An integrated and site-wide approach to the environment	Applicants must prepare a Sustainability Statement that proposes strategies for addressing relevant sustainability criteria including: biodiversity; energy efficiency; water conservation; climate change mitigation and adaptation;	- Sustainability Statement	- SCDC Local Plan Policy: CC/1; CC/2; CC/3; CC/4; CC/6 ; SC/11, SC/12
31. Sustainable design and construction	urban design; pollution; drainage; and construction. The Sustainability Statement should accompany any outline planning application. Subsequent reserved matters applications will need to demonstrate how the design detail fulfils the strategies set out within the Sustainability Strategy.		
32. Managing Flood Risk	Follow a sequential risk-based approach to the location of and the uses within the development. Development will follow a sequential approach having regard to local plan policies, and National Policy where this is more up to date. Where following application of the sequential approach it is not possible, consistent with wider sustainability benefits for all development to be located in areas with a lower risk of flooding the development must: <ul style="list-style-type: none"> • Be demonstrated via a site specific flood risk assessment to be safe and not increase flood risk elsewhere. • Contribute to the improvement and perpetual upkeep of flood defence assets it relies upon, and consider the opportunities to work with potential partners and landowners to secure betterment and climate change adaptation. • Demonstrate wider sustainability benefits to the community that outweigh the residual flood risk. 	- Planning applications should be supported by Site Specific Flood Risk Assessments, which meets the requirements of national policy and guidance and the Cambridgeshire Flood and Water SPD. (Environmental Statements)	- SCDC Local Plan Policy CC/9 - Cambridgeshire Flood and Water Supplementary Planning Document - NPPF and NPPG

Table 15 | Summary of Principles

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
33. Energy Efficiency	Planning applications should be supported by an Energy Statement outlining the proposed strategy for conforming with the energy hierarchy, setting out passive energy demand reduction measures, options for further reducing demand through building designs, and options for efficiently supplying heating and cooling to buildings.	- Energy Statement	- SCDC Local Plan Policy: CC/1; CC/2; CC/3
34. Renewable and low carbon technology	The Statement(s) will include a preliminary feasibility study identifying opportunities for incorporating building-integrated or standalone renewable and low carbon technologies and, where appropriate, opportunities for 'exemplar' energy efficiency projects and consideration of smart grid approaches (site wide approach).		
35. Water Stress	Development proposals should clearly demonstrate that measures to promote water-sensitive design and water efficiency have been incorporated into proposals on a site wide basis. If not, a full justification and reasons for exception must be provided.	- Water Conservation Strategy	- SCDC Local Plan Policy: CC/4
36. Sustainable waste	Planning applications should be supported by suitable strategies to minimise waste during construction. This includes the provision of a temporary waste management facility on-site.	- CoCP - Detailed Waste Management and Minimisation Plan	
37. Integrate and enhance biodiversity	Proposals must show how they have retained and where possible enhanced the existing biodiversity of the site as part of their landscape strategies. Applicants will be expected to demonstrate that their proposals for the protection and enrichment of habitat and biodiversity across the site are capable of delivery. Applications must be accompanied by a landscape and ecology management plan (LEMP) which set out how impacts on existing and newly created habitats will be mitigated and managed.	- Landscaping strategy - LEMP - Environment Statement (ES) - Natural Cambridgeshire Local Nature Partnership (LNP) Developing with Nature toolkit	- SCDC Local Plan Policy: SS/6, HQ/1; NH/2; NH/6
38. Noise, Light & Human Disturbance	Development proposals must demonstrate how they have incorporated mitigation into their design against the impacts of noise, light and human disturbance, especially on ecological corridors.	- Landscaping strategy - ES	

Principle/ Issue	Mechanism(s)	Documents/ Plans	Key Policy Reference
39. Air Quality	<p>An Odour Assessment is recommended to establish baseline conditions and potential odour impacts on the site, given the proximity of the Amey Cespa Waste Management Park to the north west of the site.</p> <p>Applicants must then prepare an assessment of the impact of the development on local air quality. Development proposals should then clearly demonstrate that measures to mitigate such impacts have been incorporated into proposals on a site wide basis, in order to address the points in Policy SC/13 (6). If not, a full justification and reasons for exception must be provided. Such details should be set out within the Sustainability Statement.</p>	<ul style="list-style-type: none"> - Sustainability Statement - Odour Assessment - ES 	<ul style="list-style-type: none"> - SCDC Local Plan Policy: SC/12, SC/14 - IAQM Land Use Planning & Development Control: Planning for Air Quality (2017)



6 DELIVERING THE PLACE

6.1 SECTION OVERVIEW

This section of the document sets out the current position for infrastructure requirements for the proposed new settlement. This should be used as a baseline for future consideration of planning applications and related infrastructure delivery.

The Council's delivery objectives for the SPD are:

- to secure a comprehensive approach to the development of the site;
- to secure the delivery of requisite infrastructure within appropriate timescales;
- to manage delivery of 'shared' infrastructure in a timely manner; and
- to ensure that the eastern part of the site (promoted by RLW) can be suitably accessed across the western part of the site (promoted by Urban & Civic) and vice versa.

This document draws on the evidence submitted to the Local Plan Examination in support of the delivery of the new settlement and the infrastructure required to deliver a policy compliant scheme. The infrastructure schedule has been formulated by drawing upon a number of sources including infrastructure providers, County and District Councils, National formulas and additional information provided by the site promoters and service providers. Through this process, the document identifies key risks to the delivery of infrastructure and potential mitigation measures.

For the purposes of the Local Plan Examination, the National Planning

Practice Guidance (NPPG) requires specific infrastructure requirements to be identified for at least the first five years of the plan period:

"The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain." (NPPG, Para 018).

As such, this document focuses on the overall infrastructure required to deliver the Council's vision for the new settlement but also acknowledges that certainty of delivery during the first five years of the plan period is critical. Thus where information has been available, the longer term needs should also be presented, although may be subject to change due to future economic and market forces. Where information is not available infrastructure needs, triggers and costs have been estimated to reflect the scheme development.

The National Planning Policy Framework identifies infrastructure under three broad categories: physical, social and green infrastructure. On the basis of these categories, the scope of infrastructure considered relevant to the policy, vision and objectives for Waterbeach is:

- Physical infrastructure – this includes transport and utilities infrastructure: transport and highways; electricity; gas; water and waste water; waste; telecommunications and broadband.
- Social infrastructure – this includes education; healthcare; emergency

services; sports facilities; and community facilities (including community centres/village halls and libraries).

- Green infrastructure – this includes open spaces (informal and formal); play areas; playing pitches; allotments; drainage and flood risk.

The Infrastructure Planning Process

There are a wide variety of infrastructure types (utilities, transport, village halls, open space) however a common element between them is that they have some relationship to the local population that uses them.

The underlying assumption is that there will be more people living in the New Town (in addition to the existing population) consuming services provided by infrastructure. The infrastructure delivery planning process is therefore structured around gaining an understanding of how infrastructure services will need to respond to the growth of the New Town in a sustainable manner. The process is set out in stages described below:

- demographics;
- demand;
- capacity;
- costs funding;
- evidence base; and
- timing.

The issue of viability has also been considered, albeit at high level at this stage of the planning process. As above, a number of assumptions have been made in testing development scenarios which will help inform future decision making on planning applications, delivery strategies and s106 discussions.

As described in section 6.6, these principles may be dealt with in a phased manner potentially through a tiered method of dealing

with planning applications and planning conditions in a phased way.

Through the determination of the outline planning applications and subsequent Section 106 negotiations, considerations should be given to how capacity for major infrastructure can be shared across the land ownerships. This could be achieved in a number of ways in order to minimise the risk of development stalling:

- The first developer to implement has first call on any existing capacity. There would need to be a series of alternate triggers in both s106 agreements that would allow for that approach.
- A pro-rotta allocation of capacity for each site but imposing a long stop date by which the development must commence.
- In such instance where there is any shared infrastructure which will need to be forward funded/delivered by one of the developers the adjoining developer will be obliged to contribute its pro-rotta share towards the cost of that infrastructure.
- Where pro-rata contributions are to be paid, the Council can act as a banker passing the payments on or payment can be sorted out between the respective developers, notifying the Council when payment has been made.

Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area.

6.2 INFRASTRUCTURE DELIVERY PLAN

The following pages show the infrastructure delivery plan for the new town.

The plan is divided into several sections and sub sections, namely:-

Transport infrastructure

Non motorised user infrastructure

Public transport infrastructure

Highway infrastructure

Utilities infrastructure

Waste

Water

Energy and telecoms

Social infrastructure

Community facilities

Education

Health

Emergency services

Retail and employment

Open space

Drainage

The plan also shows the following:-

- a description of each particular infrastructure scheme
- who will provide it
- the timing / trigger for its delivery
- whether it is on of off site
- on whose land it will be provided
- who will pay for it, and
- how it will be delivered

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
TRANSPORT INFRASTRUCTURE							
Non Motorised User Infrastructure							
Improved and new foot/ cycleway from Waterbeach to north of city (including bridge over A10)	Routes not yet defined but provision is intended to connect Waterbeach New Town with north Cambridge and Cambridge Science Park. For full details of route options, please see 'Fix 3 - Strategic Walking and Cycling Connections'.	CCC GCP Applicants	To be identified through the Transport Assessment process.	Off-site	Urban & Civic/ D.I.O/ RLW + CCC	£106 GCP Direct	Planning conditions/ s106 where direct mitigation required.
Provision of foot/ cycle crossing from site to Cambridge Research Park (CRP)	Pedestrian and cycle crossing between the New Town and CRP. A10 strategic works may mean change requirement in the longer term.	CCC	Pre-occupation, to be identified through the Transport Assessment process.	Both	Urban & Civic/ D.I.O	£106	Planning conditions/ s106 where direct mitigation required.
Cycle/ foot link through site from village to CRP	Route along Causeway Link to a new crossing to be provided across the A10.	Applicants	Pre-occupation, to be identified through the Transport Assessment process.	Off-site	n/a	£106	Planning conditions/ s106 where direct mitigation required.
Improved foot/ cycle access from site to village	Direct pedestrian and cycle links from the New Town to the existing village. For full details of routes, please see 'Fix 3 - Strategic Walking and Cycling Connections'.	CCC	Pre-occupation, to be identified through the Transport Assessment process.	Both	Urban & Civic/ D.I.O/ RLW	Developers £106	Planning conditions/ s106 where direct mitigation required.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Broader cycle links/network	A comprehensive network of high quality pedestrian and cycle routes linking Waterbeach to Chittering and the surrounding villages of Cottenham, Impington/ Histon, Fen Ditton via Horningsea, Lode (requiring bridge across River Cam) and Stretham.	CCC Applicants	Other network improvements to be agreed via s106 discussions and as part of wider movement strategy, to be identified through the Transport Assessment process.	Off-site	n/a	LTP GCP s106	Planning conditions/ s106 where direct mitigation is required as part of transport assessment.
Public Transport Infrastructure							
Improved existing station facilities, access, safety and parking	Additional cycle parking and facilities at existing station, taxi drop off, bus service and bus shelter on Clayhithe Road.	Network Rail Train Operating Companies (TOCs) Applicants	Pre-occupation	Off-site	n/a	s106	Planning conditions/ s106 where direct mitigation required.
Improved public transport facilities within Waterbeach village	To enhance provision at key bus stops in the village that will be served by buses linking the New Town with Cambridge and other destinations, such as Landbeach.	Applicants	Pre-occupation	Off-site	n/a	s106	s106 agreement
Improved services between village, New Town and Cambridge	To enhance existing services and or extension of Milton Park & Ride buses to serve the town.	Applicants Stagecoach Go-Whippet	Pre-occupation	Both	Urban & Civic/ D.I.O/ RLW	s106	s106 would be required to provide public transport subsidy (early years) and broader improvements.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
New community bus service between CRP and relocated rail station	New bus services connecting CRP, development and relocated Waterbeach Station (via temporary Park & Ride)	Private service - put in place by promoters	Relocation of rail station	Both	n/a	Direct funding	s106 agreement Agreement between site promoters and transport operator.
Waterbeach Park & Ride	Potential Park & Ride on a temporary or permanent basis adjacent to the A10.	Applicant Stagecoach	To be determined through Transport Assessments	On-site	Urban & Civic	Direct funding	Planning conditions/ s106 where direct mitigation required.
Improved public transport link to Cambridge from Waterbeach	Congestion free bus link to Cambridge along a route to be determined. To ensure that there is a fast and dedicated public transport link to the New Town from Cambridge.	CCC	To be determined through Transport Assessments.	Off site	n/a	s106 GCP Other	If required for direct mitigation; s106 contributions (but subject to wider transport and movement package).
Relocated railway station	A relocated Waterbeach Station to serve the existing village and meet the capacity needs of the New Town, with platforms capable of taking 12-carriage Thameslink trains or 10-carriage InterCity Express trains. To include increased station facilities, bus interchange and cycle park provision.	Network Rail TOCs DfT GCP	To be determined through Transport Assessments.	On-site	D.I.O/ RLW	s106/ privately funded	Potential s106; to be delivered by site promoter/ Network Rail. Separate planning application
Railway station Park & Ride MSCP	Potential Park & Ride multi-storey car park (MSCP) to service new station, including cycle parking.	Private	Aligned to delivery of relocated railway station.	On-site	D.I.O/ RLW	Direct funding	To be delivered directly by developer

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Highway infrastructure							
Traffic calming and improvement to junctions within Waterbeach village	Part of improvements to cycle and pedestrian routes through the village to the new station and to deter traffic from routing via Horningsea. Detail to be agreed with Waterbeach Parish Council.	Applicant/ CCC	To be agreed with Parish Council	Off-site	n/a	£106	Planning conditions/s106 where direct mitigation required.
Traffic calming in nearby villages of Cottenham, Horningsea and Landbeach		Applicant / CCC	To be determined through Transport Assessments	Off-site	n/a	£106	Planning conditions/s106 where direct mitigation required.
A10 Junction (northern access)	Northern access at roundabout with CRP, to include junction improvements/ upgrades.	Applicant/ CCC	Pre-occupation	Both	Urban & Civic/ D.I.O/ RLW	£106	U&C/ D.I.O will deliver the northern access junction with the A10. As soon as RLW application gets planning consent, then access across D.I.O land to the A10 will be secured through commercial agreement between the two parties.
Primary road network within the new town	Internal primary access routes.	Developers	Phased throughout the development	On-site	Urban & Civic/ D.I.O/ RLW	Developer directly	An agreement between developers to ensure a comprehensive development.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
A10 Junction (southern access)	Southern access nearer to Denny End Road, to include junction improvements/ upgrades. Junction design should discourage movement of vehicles into Waterbeach village to deter traffic from routing via Horningsea. Road link to proposed new railway station.	Applicant	To be determined through the Transport Assessment process	Both	Urban & Civic	£106	U&C/ D.I.O will deliver the southern access junction with the A10. As soon as RLW application gets planning consent, then access across D.I.O land to the A10 will be secured through commercial agreement between the two parties.
A10 dualling/ capacity improve-ments	A10 dualling and junctions - additional capacity (on an alignment to be determined) for general traffic between the northernmost access to the New Town and the Milton Interchange of the A10 with the A14.	CCC GCP Combined Authority	To be determined through Transport Assessments for outline planning applications and Ely-Cambridge Transport Study.	Off-site	n/a	£106 GCP Other	Establish a transport strategy review group comprised of the relevant highway and planning authorities together with representatives from each of the major development partners. The strategy review group will monitor and manage this, specifically for the impact of the proposed developments on the A10 capacity and should have the ability to respond to improvements proposed to the A10.
Capacity enhancement to the A14/ A10 Milton interchange	Additional capacity at the Milton Interchange for movements between the A10 and A14, and the A14 and the A10. To cater for the demand for car trips associated with a New Town at Waterbeach.	CCC Highways England		Off-site	n/a	£106 GCP Other	

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
UTILITIES INFRASTRUCTURE							
Waste							
Potential underground bin storage & collection in higher density residential areas	Provision of underground bins and collection vehicles	Waste Collection Authority & Developer	Prior to first occupation and then phased delivery	On-site	Urban & Civic/DIO/RLW	S106	Developer to provide underground bins and pay S106 financial contribution towards provision of collection vehicles
Provision of conventional household waste receptacles in lower density residential areas and provision of collection vehicles	Waste storage containers for storage and collection of household general waste, recyclables and organic waste. Requirement for: 2 x general waste collection vehicles 2 x recycling collection vehicles 2 x organic waste collection vehicles	Waste Collection Authority & Developer	Prior to first occupation and then phased delivery	On-site	Urban & Civic/DIO/RLW	S106	Developer to provide bins and pay S106 financial contribution towards provision of collection vehicles

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Bring Sites	Bring Sites are community waste management facilities for the collection of recyclable materials, usually situated within public realm areas.	SCDC	<i>During Construction:</i> Temporary facilities should be provided during construction on occupation of the 50th residential property until each permanent facility is operational.	On-site	Urban & Civic/ D.I.O/ RLW	s106	Will be expected to be provided in a phased sequence with the development.
Water							
Potable water mains - main to Fen Ditton	There is only enough capacity in the local network to supply circa 1000 dwellings at Waterbeach New Town. To obtain this supply there would be requirement to lay approx. 4km of 350mm nominal bore main from the existing 450mm main within Horningsea Road, Fen Ditton, located to the south. The new main would connect into the existing mains on the southern edge of the development.	Cambridge Water	When needed	Off-site	n/a	Direct agreement between developer and infrastructure provider	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Potable water mains - new main from Cherry Hinton to Milton and Waterbeach	There is potable water capacity at Cherry Hinton Reservoir to serve this site but it requires substantial reinforcements. Upgrading will involve laying a new strategic main between Cherry Hinton Reservoir and Milton, and then a 4km main between Milton and the proposed development. Boosters and new local storage units may be required within the development.	Cambridge Water	When needed	Off-site	n/a	Direct agreement between developer and infrastructure provider	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.
Upgrade existing foul water network	Waterbeach Water Recycling Centre (WRC) in the south-east corner of the site only has capacity to serve an additional 570 residential units. Additional capacity for 964 homes has been secured through a connection to Cambridge Research Park.	Anglian Water	When needed	Location to be confirmed	n/a	Direct agreement between developer and infrastructure provider	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
	The means by which the network will be upgraded to serve the whole development has not yet been established. One option would be to provide a new WRC, the scale and location of which would be determined through a planning application process.						
Energy and Telecoms							
Electricity upgrades	There is capacity available to service the new development from Landbeach Primary substation but 2 circuit breakers and 3 11kv feeds would be required to supply the site.	Service provider - UKPN	When needed	Off-site	n/a	Directly provided	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
On-site gas	There are existing private pipelines within the site which could be incorporated within the proposed network. They would need to conform to the adopting company's design standards.	Service providers - National Grid Gas (NGG) and GTC.	When needed	On-site	Urban & Civic/ D.I.O/ RLW	Directly provided	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.
Off site gas	There is sufficient capacity within a 180m PE MP located within Denny End Road to provide capacity for approximately 1000 dwellings. However, local network reinforcements are required beyond 1000 homes. Reinforcement to the local medium pressure main and to the local transmission system network would provide the required demand to supply the total development.	Service provider - Cadent Gas	When needed	Off site	n/a	Cadent Gas	Provision will be dealt with through direct agreement with service providers as development is implemented. This will be outside the scope of any planning control or s106 agreement. Service providers are obligated to meet any demand arising from the development, with the site promoters meeting the cost.
Telecoms	There is potential to provide the New Town with fibre broadband (Fibre to the Premise) of an estimated speed range in the vicinity of up to 300Mbps.	Service providers - Openreach or Virgin Media	Pre-occupation	On-site	Urban & Civic/ D.I.O/ RLW	Commercial arrangement directly with broadband/ telecoms provider	

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Renewable energy infrastructure	A potential suite of site-wide energy generation proposals has been identified including gas powered turbines, electrical storage, district heating and Combined Heat and Power (CHP). Suitable building-specific technologies include solar photovoltaic panels (PV), solar water heating, Air Source Heat Pumps (ASHPs), Ground Source Heat Pumps (GSHPs), Water Source Heat Pumps (WSHP) and biomass. To determine the most suitable technology for the development site further investigations are required.	Developer	At various stages throughout the development.	Both	Urban & Civic/ D.I.O/ RLW	£106	Requires co-ordination to ensure efficiencies and opportunities presented by the scale of development are realised. Important long-term governance also requires discussion. Outline planning applications must clearly demonstrate that renewable energy opportunities have been investigated and, where possible, incorporated into proposals on a site wide basis. If not, a full justification and reasons for exception must be provided.
Connection to Energy from Waste Facility	There is potential to connect to the proposed Efw facility by Amey at WWMP, adjacent to the site, for which a planning application was submitted in Dec 2017. The new facility would be used to create energy from household and commercial waste. It is expected that the new facility could generate enough electricity to power the equivalent of 45,000 homes.	Amey	No trigger - as heat/ electricity likely to be drawn from grid anyway. However, could be a low-carbon option for energy generation for Waterbeach.	Off-site	n/a	£106	The opportunity for a direct connection is being explored, and would be delivered by a separate private agreement with Amey if it is progressed.

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
SOCIAL INFRASTRUCTURE							
Community facilities							
Community centres	Multi-purpose community centres (MpCCs) incorporating library and potential sports facilities. There is a requirement for community space at 111 sqm per 1000 population.	SCDC	1000 homes 2500 homes 4000 homes 5500 homes	On-site	Urban & Civic/ D.I.O/ RLW	s106	Requires co-ordination although assuming provision of a number of facilities across the new town should be capable of delivery based on land ownership.
Arts and Culture	Creation of arts and cultural capacity in the town centre area whether through co-location with another community facility or school or through the provision of a single dedicated hub.	Various - dependent on occupier	to be determined	On-site	Likely to be in town centre, therefore Urban and Civic	s106	Single access agreement if co-located in hub, or via a community access agreement
Library	Assumes a single hub being provided/ co-location with multi-purpose community centres (approx 1200- 1400 sqm). Pop up facility at 1st primary school.	CCC	to be determined	On-site	Likely to be in town centre, therefore Urban & Civic	s106	Single issue agreement if co-located in hub.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Indoor sports facilities (attached to MpCC)	Existing sports centre on site Sports facilities could be co-located with community centres. Four court sports hall and 2 squash courts will be lost (U&C are currently re-providing these facilities for the existing community).	CCC	1000 homes 2500 homes 4000 homes 5500 homes	On-site	Urban & Civic/ D.I.O/ RLW	s106 / provision of land and pro-rata capital cost contribution	Single issue agreement if co-located in hub.
Swimming Indoor sport facilities (attached to Secondary School)	Sports facilities to be co-located with secondary schools.	CCC Academy body	Same as secondary school provision	On-site	Urban & Civic/ D.I.O/ RLW	s106	Need for community access agreement.
Faith spaces	Opportunity sites or combined within MpCCs. 0.5 ha per 3000 dwellings	Various - dependent on occupier.	1000 homes	On-site	Urban & Civic/ D.I.O/ RLW	s106	Assuming a number of spaces to be provided as opportunity sites, should be capable of delivery based on ownership parcels through individual planning applications.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Military Heritage Museum	Space for a museum.	Waterbeach Military Heritage Trust		On-site	Urban & Civic	s106	A space has been provided for the museum and this will be secured through planning condition or s106 agreement.
Education							

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
5 Primary Schools	Based on CCC'S revised General Multipliers for Primary Pupil Yield (CYP Committee 5/12/17) a 9,000 home development would be expected to generate demand for up to 17 FE. The Council would require at least 2 of the 5 Primary Schools to be 4FE (840 place) schools - with a site area of 4ha. The remaining 3 schools would be delivered as 3FE (630 place) schools - with site areas of 3ha (+1ha). Each Primary School would have associated accommodation for early years provision (see below).	CCC Academy body	Pre-occupation 2000 homes 4000 homes 7000 homes 9000 homes	On-site	Urban & Civic/ D.I.O/ RLW	s106	Requires co-ordination in accordance with masterplan, although based on assumption of multiple facilities co-located with primary schools, should be capable of delivery based on ownership parcels through individual planning applications.
Early Years Provision (Pre-School)	Pre-school in association with each primary school. Private nurseries in local/ town centres. Provide for 20-30 pre-school aged children per 100 dwellings (equates to 2,700 pre school aged children across a 9,000 home development).	CCC Private	Aligned to primary school provision plus sites and/ or accommodation for private providers.	On-site	Urban & Civic/ D.I.O/ RLW	s106 Market	Requires co-ordination in accordance with masterplan, although based on assumption of multiple facilities co-located with primary schools, should be capable of delivery based on ownership parcels through individual planning applications.

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
2 Secondary Schools	<p>CCC's approved pupil yield multipliers suggest that a 9,000 home development will generate demand for an additional 15FE of secondary school provision, with an additional 3FE provision required to meet the demand forecast from the existing village. In total this suggests a need for up to 18FE secondary school provision.</p> <p>The Council's policy preference is for secondary schools to be no larger than 10FE, and for these to be closely linked in size, which suggests there would be a need for c.2 x 8FE (1,350 places) secondary schools. The total site area required would be approximately 16ha.</p>	CCC Academy	<p>There is no need to secure additional capacity for the first occupations as there would be some capacity at the existing catchment school (Cottenham VC). This would allow the first few years of the development to be undertaken prior to the new school opening.</p> <p>Triggers would therefore be at 2000 and 7000 homes.</p>	On-site	Urban & Civic/ D.I.O/ RLW	<p>£106 CCC Basic Need funding (for 3FE - linked to existing Waterbeach community)</p>	<p>If 2, of equal size, could be dealt with through individual planning applications.</p> <p>If one school on U&C land with safeguarded land for expansion covering D.I.O land, may require single issue agreement based on pupil yield contribution calculation.</p>

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Sixth Form	Post 16 Education separate to Secondary School. 2ha of land required.	CCC Providers	8000-9000 homes. There is no need to secure additional capacity initially as there is some capacity across the Cambridge Area Partnership. It is likely that the scale of this development, combined with that across the wider CAP area will mean that in the long-term there would be a need for additional capacity.	On-site	Urban & Civic/ D.I.O/ RLW	s106	s106 May require single issue agreement based on pupil yield contribution calculation.
Special Education Needs School	Separate SEN school. 1.7 ha of land to be reserved. Estimated at 0.9% of total of 5-18 year olds.	CCC	Requirement to be monitored.	On site	Urban & Civic/ D.I.O/ RLW	CCC / s106	s106 Mechanism required to allow educational review to determine future need for SEN places. May require single issue agreement based on pupil yield contribution calculation.

Health

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Potential improvement to existing Waterbeach surgery	To be agreed with CCG/ NHS -	NHS CCG Waterbeach Surgery	Pre-occupation	Off site	n/a	Likely to get funded centrally by NHS.	No mechanism required - delivery to be undertaken by NHS.
New Primary Health Care Centre/ GP surgery	Approx 1650 sqm + reserve space of a further 1500 sqm surgery	NHS CCG	4000 homes or earlier dependent on surrounding capacity	On site	Likely to be in town centre, therefore Urban & Civic	£106 NHS	Assuming single hub provision, this would require a single issue agreement based on population/ patient yield contribution calculation plus allowance for provision of land by each developer with adjustment to contributions.
Emergency Services							
Police and Fire Services	Potential for dedicated spaces in MpCC.	Services	Not known at this stage.	On-site	Likely to be in town centre, therefore Urban & Civic.	£106	Likely strategic nature of any provision would require single issue agreement based on population yield contribution calculation plus allowance for provision of land.
Retail and Employment							

Physical and social infrastructure

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Retail and services	Retail and service space to support Waterbeach New Town.	Third party	Delivered through each phase.	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Ensure land is safeguarded
Business space	Business space, including co-working space, to support small scale business development at Waterbeach New Town.	Third party	Delivered through each phase.	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Ensure land is safeguarded
Green and Blue Infrastructure							
Surface water drainage	Sustainable Drainage Systems (SUDS) network.	CCC Environment Agency	Pre-occupation	On site	Urban & Civic/ D.I.O/ RLW	Directly provided	Could be dealt with through individual planning applications but coordination required in line with agreed Water Cycle Strategy to ensure consistency of approach and with overarching masterplan.
Outdoor Sport (grass pitches and greens, formal hard courts, MUGAs and artificial pitches), including pavilion and car parking	SCDC standards are 1.6ha per 1000 population. Based on 9000 dwellings, with an average population of 2.8persons/household, there is a requirement for a minimum of 40.3ha of outdoor sport. Potentially to be linked to shared/ community use and or school playing field provision.	SCDC	Delivered through each phase.	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Developers to provide for own parcels, although coordination will be required through an agreed sports strategy. Contribution also required for on-going maintenance and governance issues.

Infrastructure Scheme	Description	Provider/partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
Informal Open Space (unstructured recreation, walking, relaxing)	SCDC standards (0.4 ha per 1000 population). Based on 9000 dwellings, with an average population of 2.8 persons/household, there is a requirement for a minimum of 10.1ha of informal open space. School playing fields are excluded from the calculation)	SCDC	Delivered through each phase.	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Developers to provide for own parcels, although co-ordination will be required. Contribution also required for on-going maintenance and governance issues.
Formal play space (LAPs, LEAPs, NEAPs, SIPs)	SCDC standards (0.4 ha per 1000 population). Based on 9000 dwellings, with an average population of 2.8persons/ household, there is a requirement for 10.1ha of formal play space. In accordance with SCDC guidance, a lower percentage of formal space may be acceptable if it can be demonstrated that provision of the LAPs/ LEAPs/ NEAPs hierarchy can be achieved appropriately with less than 50% formal provision.	SCDC	Delivered through each phase. Play space will be required at 1st occupation, to include equipment for disabled children	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Developers to provide for own parcels. Contribution also required for ongoing maintenance and governance issues. See Fields in Trust and Play England guidance.
Informal play space	SCDC standards (0.4 ha per 1000 population). SCDC standards (0.4 ha per 1000 population). Based on 9000 dwellings, with an average population of 2.8persons/ household, there is a requirement for a minimum of 10.1ha of informal play space.	SCDC	Delivered through each phase.	On-site	Urban & Civic/ D.I.O/ RLW	Direct provision	Developers to provide for own parcels, although co-ordination will be required. Contribution also required for on-going maintenance and governance issues.

6.3 APPROACHES TO DELIVERY

Infrastructure and Planning Context

The development of the New Town will potentially take over 20 years to complete. It is essential that the managed delivery of development and related infrastructure is co-ordinated, comprehensive and in accordance with the Local Plan and the principles of the SPD (and any subsequent review).

Important to the consideration of each planning application or development phase will be that it is co-ordinated and does not prevent or inhibit other areas of the site being delivered. The site must therefore be planned on a comprehensive basis and the Council will seek to ensure that any parts of the site reliant upon third party land are unlocked for development.

Through the use of appropriate, compatible but separate planning conditions and legal obligations, imposed at the outline planning application stage to put in place the framework for delivery, South Cambridgeshire District Council and Cambridgeshire County Council, together with the landowner representatives, will co-ordinate and review delivery of infrastructure and development through the operation of the following groups:

- Progress and Delivery Group
- Education Review Group
- Transport Strategy Review Group

The Progress and Delivery group could include the primary objectives of:

- a) a commitment to bring forward/design each of the development sites in a coherent and compatible manner with a comprehensive approach to infrastructure design and delivery;
- b) to share/keep the group updated on the phasing of respective development, timing/pipelines for reserved matters applications etc;

- c) where needed to put in place compatible strategies for dealing with utility provision/infrastructure and for the management and maintenance of site wide infrastructure to a consistent standard;
- d) to maintain the integrity of the spatial design and cross site linkages identified in the SPD;
- e) generally provide a forum for a collaborative approach to the on-going design evolution for development on the site and phasing proposals; and
- f) to ensure the seamless integration of infrastructure (e.g. joining up of cycle ways/roads/utilities).

The Education Review Group would be expected to include the primary objective of keeping up to date with the demographics of the development, and the impact upon the delivery of relevant education facilities.

The Transport Strategy Review Group could be tasked with undertaking a 'monitor and manage' approach specifically to manage the impact of the proposed development on the capacity of the A10, and formalising the means of communication between the developers. This will provide a means of enabling them to be updated of each other's respective developments, and to be able to flush out any issues at an early stage before being formalised as planning applications or any other submitted details.

Housing Delivery Rates

Policy SS/6 of the Local Plan establishes the requirement for the delivery of approximately 8000 - 9000 new homes at Waterbeach. It also acknowledges that not all of these homes will be delivered within the plan period. The housing trajectory in the Annual Monitoring Report of December 2017 suggests that circa 2300 homes (market and affordable) will be provided by 2031 (the Plan period), with an assumed trajectory of delivery of new homes on the site as set out below. This will be kept under review.

It is also assumed that development activity on site could begin as early as 2019/20 with the first new homes being delivered after the upfront provision of critical infrastructure (2021/22), such as an accessible and serviced site for the first primary school, a sustainable connection with Waterbeach village and a new junction with the A10. All primary routes and connections should include cycling and walking connections as priority modes of movement. Further detail on the provision of upfront, critical infrastructure is provided in sections 5.1 and 5.2 above.

The sequencing of development and supporting infrastructure set out in the IDP tables aligned to the phasing principles below has been structured to provide appropriate certainty and flexibility over where and when development should take place. It seeks to ensure that the necessary infrastructure is provided in a timely way and is deliverable in the interests of delivering the vision and objectives of the SPD, the sustainability of the development and the area; and in a co-ordinated and comprehensive manner.

*South Cambridgeshire Housing Delivery Trajectory
Source - Annual Monitoring Report (December 2017)*

Planned Growth	Number of Homes
2017 - 2020	0
2020 - 2025	800 (800)
2025 - 2031	1,500 (2,300)
Beyond plan period	6,700 (9,000)

6.4 DEVELOPMENT PHASING

The infrastructure which will be required upfront and/or within the first/early phase(s) of development (as set out above) will be allied to the options for how the development should be phased. There are a number of factors which will need to be considered including the importance of achieving a well-connected, sustainable settlement, achieving comprehensiveness and importantly avoiding potential isolation and poorly serviced development, particularly in the early years. This will need further consideration as part of the future outline planning application(s) and a relevant site wide strategy should be established via related collaborative project discussions between the site promoters and Councils.

Unless agreed otherwise, development should first take place in a location or locations that is/are accessible from the A10 and the new primary route. Other early and subsequent phases of development must provide sustainable movement options and supportive connections with Waterbeach Village.

Furthermore, the general strategy for delivery should not hinder the potential for delivery on other key sites, particularly where this would deliver key infrastructure and/ or facilities. Development could also be brought forward on other key sites located along the primary route and in particular as part of the new Station District subject to the above and dependent upon the implementation and delivery of the new rail station.

Phase 1 could include:

- Residential and other supporting uses
- A primary movement framework (all modes) and initial connections to existing strategic and key roads, routes and services (both access from A10; link to Waterbeach village; routes to existing/ new schools, facilities etc).
- Public transport provision and sustainable means of access to existing/ new facilities (ensuring sustainable choices/ lifestyles/ movement are possible from day one) –

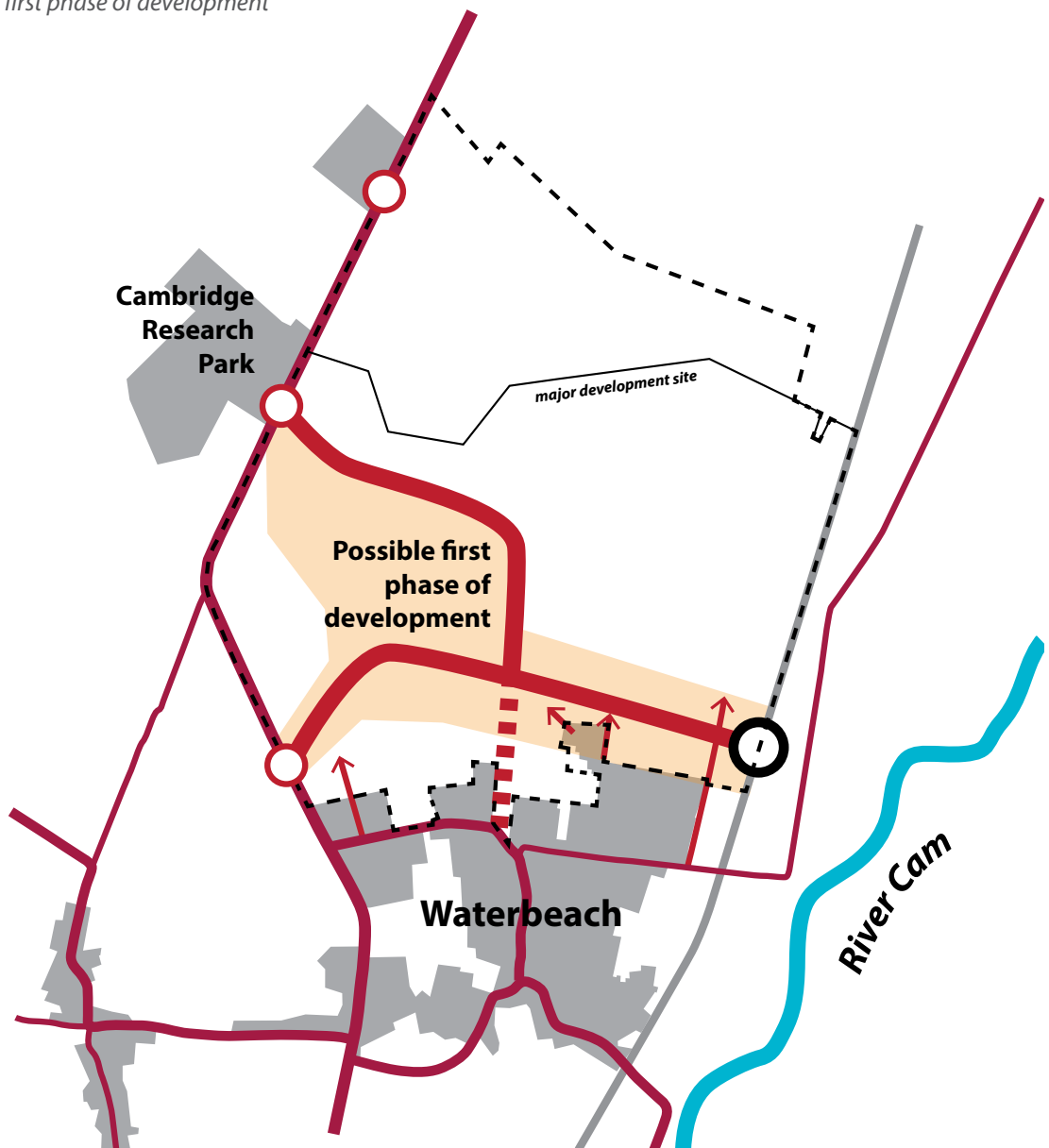
on and off-site.

- The provision of the Causeway Link.
- A new relocated rail station.
- Initial P&R facilities.
- Sustainable access to formal and informal open spaces.
- New foot/ cycleway from Waterbeach to north of city, including a bridge over the A10 (which could be temporary dependent upon the final route of the dualled A10).
- Provision of foot/ cycle crossing from site to Cambridge Research Park.
- Cycle/ foot link through site from existing village to CRP.
- Improved public transport facilities within Waterbeach.
- Traffic calming and improvements to junctions within Waterbeach village as part of improvements to cycle and pedestrian routes through the village to the new station, and to deter traffic from routing via Horningsea.
- Relevant improvements to the wider strategic network.
- Access to Educational and early years facilities;
- Access to/ provision of appropriate community facilities and services;
- Provide appropriate leisure/ recreational facilities/ uses; and
- Establish appropriate structures for decision making, management and governance (site wide).
- Access to/ provision of appropriate retail/ commercial facilities; and
- Access to/ provision of employment opportunities (on/ off site).
- Sewers & Utilities Improvement Works;
- District Heating (if proposed); and
- Smart initiatives e.g. Improvements to fibre-optic broadband connectivity services, community portals and local social networking; cross town real time

public transport information system;
smart grids providing feedback on energy
and water usage.

The overall delivery of infrastructure and phasing of the development will be overseen by the Council, working with landowners/promoters and approached in accordance with the provisions and requirements set out in the IDP table above and section 6.7 below.

Fig. 34 | Potential first phase of development



6.5 MONITORING, REVIEW AND IMPLEMENTATION

Viability and deliverability

Paragraph 57 of the revised NPPF emphasises consideration of viability and costs in plan-making and decision-taking – plans should be deliverable. The requirements around infrastructure provision and triggers for delivery as set out have therefore been considered in light of this guidance. Viability testing will be reviewed beyond this SPD to ensure that the development envisaged is deliverable as far as is possible given the Council’s aspirations for the delivery of affordable homes, a highly sustainable development and the need to secure critical infrastructure at the right time.

Given the long timescale for delivery of the New Town and the potential for uncertainty about the economy over such a period, it will be appropriate to retest the viability of the scheme at later stages, as the various phases of development are planned. This may mean that the level and/or timing of affordable housing provision required or the timing of provision of elements of infrastructure as set out in this SPD may need to be revisited. This may have implications for the delivery of a number of policy requirements, particularly in the early stages of development where there will be key choices about initial infrastructure and investment.

The critical areas will include:

- provision of affordable housing;
- the ability to provide significant employment/ commercial floor space;
- the timing of site wide infrastructure;
- provision of retail facilities; and
- contribution towards the wider strategic infrastructure needs as a result of the development.

Monitoring and review

The success of the development will depend to a large extent on the continued collaborative working of the landowners, the Council, and other key stakeholders to secure delivery of a high quality and sustainable place and supporting infrastructure in a timely way.

The planning and development of the site can be approached in a number of ways. The SPD has been written to facilitate this and, in part, to reflect the situation where there will be at least two separate outline planning applications by individual landowners/ promoters whilst recognising the importance of securing consistency in approach, quality and co-ordination between applications and the delivery of infrastructure in accordance with the SPD’s provisions.

The Council needs to avoid the situation where planning applications may prejudice the development of a high quality, sustainable place underpinned by the infrastructure necessary to support it.

In this regard, the Council will expect the following information to be submitted with planning applications specifically for monitoring and review purposes (in addition to those detailed in Section 6.6):

1. Monitoring project progress and delivery in order to inform the Annual Monitoring report.
2. The Council will monitor implementation of this SPD and the extent to which the strategic policy objectives and vision are being achieved in an Annual Monitoring report. If implementation/ delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps. Such matters should be discussed as part of the delivery mechanisms set out in Section 6.3 above. Furthermore, there will be a need to review the overall approach and content of the SPD over the Plan period.

Project Management

The roles, responsibilities, skills and knowledge required to deliver the new settlement will involve most if not all aspects of Council services along with the requirement to continue working together with partners, key stakeholders, site promoters/developers and the local community. The project is acknowledged as a corporate priority for both the District and County Councils who will, along with the site promoters and any subsequent delivery partners:

- Adopt a collaborative approach to project management and delivery, establishing clear day to day project management roles and responsibilities.
- Establish relevant project management structure(s) and responsibilities – e.g. Project Board; Steering group; Strategy/ Review Groups (e.g Transport, Environment etc); Project manager(s); Task and finish groups; member engagement/ briefing; design review; other relevant organisations/partners; community/ stakeholder engagement; member briefing.

There are a number of critical roles and responsibilities, some of which can be successfully shared between the Councils and the site promoters, such as project management, key themes and task and finish groups. In addition, a structure for resolving critical issues/differences, managing risks, and reporting will be essential as well as a commitment to ongoing member and community engagement and briefing.

6.6 PLANNING APPLICATION REQUIREMENTS

There will be a requirement for more than one planning application to be submitted in order to deliver the required development.

Outline applications, which will include a masterplan framework and a detailed delivery plan, will be followed by the submission of relevant strategies, codes and reserved

matters applications that may be based on a subdivision of the site into smaller 'sub-phases'. Each planning stage will require the submission of relevant supporting documents and information. Planning permissions granted are also expected to result in planning conditions, the discharge of which are also likely to require the submission and approval of further strategies, reports and documents on topics such as the design, construction and management of key aspects of the development (e.g. the Town Centre, The Station District, The Lake etc).

The SPD is not prescriptive in assuming detailed design solutions for individual phases and subsequent development parcels. However, it does establish a clear spatial vision and objectives, key fixes and development principles for the site and its relationship with Waterbeach village and the surrounding area. Individual planning applications must consider this guidance in combination with the policies contained within the local plan in order to formulate proposals that are distinctive and high quality. They must also adhere to these requirements and have regard to whether development and/or infrastructure is critical to achieving the comprehensive development of the site.

Planning applications must appropriately accommodate, and provide for, necessary strategic physical infrastructure that opens up successive, complementary development phases. Where necessary, this may include 'oversizing' infrastructure to enable subsequent phases/parcels to be delivered unless it can be demonstrated by the applicant that reasonable alternative options are feasible and deliverable. Thus, the following will be applied.

To secure comprehensive development of sustainable, walkable neighbourhoods and place making, the applications must be accompanied by a development framework plan for the entirety of the allocated site area that is in accordance with this SPD.

The plan should be supported by narrative and graphic material that will explain how

key site wide infrastructure will be delivered. Applicants will be required to demonstrate how the edges of their site will be developed and the potential relationship with the adjacent land. Where a site adjoins future developable land outside the secure control of the applicant, the applicant will be required to demonstrate how the scale, height, massing and form of development will relate to the adjacent site and how open spaces, green links and routes and streets will connect.

To enable transport requirements, traffic impacts and associated appropriate mitigation measures for the development as a whole to be properly assessed, a Transport Assessment for the application area must also take account of proposed development for the whole of the strategic site area. The cumulative impact assessment will need to pick up the other parts of the strategic site where relevant.

Outline planning applications will include a full and open book approach to site wide viability.

Any viability appraisals and supporting information received will be validated by an independent assessor to be appointed by the Council (and funded by the applicants).

Viability appraisals will include the prioritisation of critical infrastructure required to ensure that healthy, environmentally sustainable and well-connected places are delivered.

The outcomes and implications of viability testing at application stage will be carefully evaluated by the Council in light of the aspirations and requirements set out in this SPD.

A planning application must be accompanied by a detailed Infrastructure Plan for the area to which it relates (the application). It should also establish how comprehensive delivery will be achieved on those items that are required for whole site wide delivery (the allocation) in accordance with this SPD.

One approach to the delivery of the development in phases can include the

following process of an outline approval followed by an approval of a further level of detail for each phase (with a phase definition provision). There would be no phasing plan at the Outline Planning Application stage, but a phasing mechanism established through the outline consent and Reserved Matters would then follow for parcels within those approved phases.

The phase approval is not a planning application but a submission to satisfy a condition on the outline planning application. The town centre will not be subject to a separate planning application but is likely to be subject to a condition (on the outline consent) for a development strategy that will shape any future designs, design codes and/or reserved matters applications.

6.7 DELIVERY OPTIONS

There are a number of variables that are likely to affect the potential delivery of the New Town including various economic factors and cycles over time, investment and funding sources, and the timing and delivery of infrastructure. There may well be a requirement for more than one delivery model in order to provide an adequate solution to the infrastructure delivery issues. The main site wide issues that will require comprehensive solutions are:

Approach to Comprehensive Development

Individual site ownership or land promotion should not act as a restraint to achieving consistent design and delivery of the New Town. It will be essential that the site promoters/ landowners continue to work collaboratively and cooperatively with the Councils to explore the most appropriate methods of delivery and management and governance (in context of the requirements of this SPD).

Whilst main site promoters will prepare individual planning applications for their part of the overall site area (in accordance with this SPD), there will still be opportunities to consider a range of options for longer term delivery.

Securing an agreement for joint working, collaboration and compatibility

This can be achieved in the following two ways:

1. Establishing a site wide collaboration agreement or Memorandum of Understanding (MoU) between site promoters.
2. Establishing a joint working group(s) which comprises representatives from each of the landowners/ developers, the Council and other key stakeholders. This would be specified within individual s106 agreements (as set out below).

The primary objectives of the group should include:

- A commitment to inclusive design and delivery in bringing forward each of the sites.
- A spatial approach and commitment to the delivery of site wide and seamless site specific infrastructure (e.g. primary routes; social infrastructure; sharing capacity).
- A commitment to spatial phasing.

In addition, and dependent upon the agreed preferred option, there are additional options which should be considered:

- Establishing topic specific site wide working groups comprising representatives from each of the landowners/promoters and Councils e.g.: Delivery and design; transport; heritage, green infrastructure etc.
- Establishing a Delivery Company or similar to lead on specific site wide infrastructure and overall town development.

Other bodies might also be considered for future management and governance issues.

It is recognised that commercial arrangements will need to be sought and agreed between landowners. The SPD does not comment upon these matters, but individual site ownership or

land promotion should not act as a restraint to achieving consistent design and delivery of the New Town. It will be essential that the site promoters/landowners continue to work collaboratively and cooperatively with the Councils to achieve the most appropriate methods of delivery and management and governance arrangements.

Whilst the site promoters will prepare individual planning applications for their parts of the overall site (in accordance with this SPD), these planning applications must embrace a comprehensive approach to design and delivery of the New Town, and address how the split ownership of the site should not hinder or inhibit comprehensive development (e.g. access across the MOD land to the RLW development).

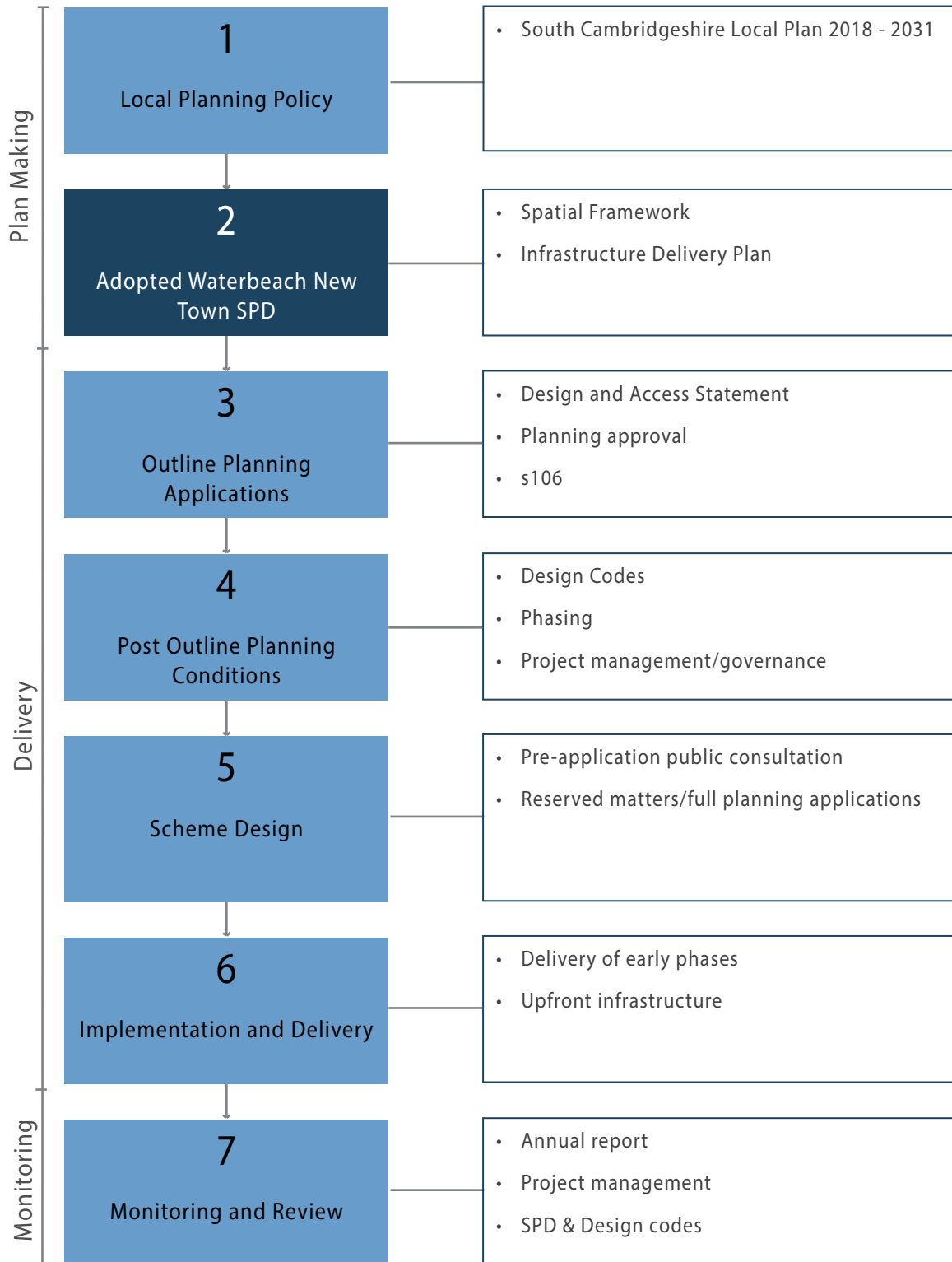
For the site to work as a whole there needs to be a compatible approach to site legibility, putting the main access routes in place, a consistency of design standards and a consistent approach to longer term management and maintenance of shared community infrastructure.

Transport infrastructure

It is also essential that a common approach to management and delivery of on and off-site transport infrastructure is put in place. This approach will need to be robust to give certainty about what transport infrastructure is needed, and by when, and to ensure that development does not proceed until the impacts are understood and accounted for. The approach also needs to be a flexible one, to allow for changes over time in the type of transport 'mitigation' that might exist, and to allow the effectiveness of transport infrastructure to be monitored, to guide future improvements.

The s106 Agreements for each outline application shall require the establishment of a joint working group (with a working title of the 'Transport Strategy Review Group') comprising representatives from each of the landowners/developers, the Councils and other appropriate stakeholders (see below).

Fig. 35 | Overview of monitoring, delivery and plan making stages



This group will be tasked with overseeing the planning, monitoring, and managing of transport infrastructure, specifically for the impact of the New Town on the A10 capacity and the new group should have the ability to respond to improvements proposed to the A10. The Group would facilitate a unified approach to transport monitoring across the allocation to assist the Councils in performing their functions. This unified approach would be capable of being updated and refreshed if circumstances changed.

The establishment of the collaborative working arrangements set out above will be a requirement as part of any determination of a planning application approving development on the site.

Section 106 Agreements

The Council will seek to use both the introduction of appropriate planning conditions and s106 agreements to mitigate the impacts of the proposed development and to help secure the relevant delivery of site wide development and infrastructure (subject to Regulation 123, The Community Infrastructure Levy Regulations, 2010). Where relevant, the s106 agreements (and for purposes relevant to Regulation 122 of the CIL Regulations, 2010) will refer to the following matters:

- approach to comprehensive development;
- constraints to delivery;
- establishment of delivery mechanisms such as joint working groups (see above);
- establish a Joint Progress and Delivery Group (if not covered above), a Joint Transport Strategy Review Group and Education Review Group to manage the comprehensive development of the New Town, and delivery and monitoring of transport improvements;
- apportionment of obligations/ costs (site wide and off-site infrastructure);
- site specific obligations;
- site specific strategies;

- measures to minimise risks of non-delivery (including capacity); and
- future decision making, management and governance of the town and its assets.

The establishment of a joint 'Progress and Delivery Group' shall comprise representatives from each of the landowners/ developers, the Councils and other appropriate stakeholders.

The primary objectives of the Progress and Delivery Group should include:

- a commitment to inclusive and coherent design and delivery in bringing forward all parts of the New Town;
- to share/ keep the Group up to date on phasing of different parts of the New Town including programme for reserved matters applications and infrastructure delivery;
- a spatial approach and commitment to the delivery of site wide and seamless site specific infrastructure (including primary routes; social infrastructure);
- to formulate compatible strategies for dealing with utilities and for the site wide management and maintenance of infrastructure;
- to ensure the seamless integration of infrastructure; and
- formulate compatible strategies for future management and governance, including community engagement and representation.

Achieving consistency in delivery across the whole of the New Town site will rely upon the commitment of members of the Joint Working Group(s). In addition, planning conditions and specific parts of s106 Agreements will be used to ensure cross site compatibility including where details will be fixed after outline planning applications have been decided upon:

- relationship/ compatibility with adjoining sites;
- a Statement of Compatibility to be submitted with detailed proposals;

- the provision of land required for community infrastructure, roads, cycleways, green infrastructure, schools and town/ local centres; and
- the safeguarding of land and corridors for specific purposes until detailed design for safeguarded areas has been submitted and approved.

The following table summarises the key items from this section that will need to be addressed and how this will be approached, for example, in accordance with an agreed set of principles, mechanisms, or fixes.

Issue	SPD Principles/ Fixes	Mechanism(s)	Required Outcome/ Justification	Policy
<p>Comprehensive approach to delivery and project management</p> <p>Terms of reference for working groups</p>	Principle (see section 1.2; 5.5)	<p>Planning applications to include a strategy for site wide delivery, including cross boundary issues</p> <p>s106 requirement for collaborative decision making and governance structure, including establishment of site wide Progress and Delivery Group, Transport Strategy Review Group and Education Review Group.</p> <p>s106 - Triggers for infrastructure delivery</p> <p>Planning conditions</p>	<p>Delivery of site wide infrastructure; seamless approach to place making; well-served and well-connected development from the outset</p> <p>A fully collaborative approach to ongoing project management; resolving issues, programme and resources, ensuring consistency of decision making and delivery</p>	<p>S/3 Sustainable Development</p> <p>SS/5 Waterbeach New Town</p> <p>CC/8 Sustainable Drainage</p> <p>HQ/1 Design Quality</p> <p>TI/2 Sustainable Travel</p> <p>TI/8 Infrastructure and New Developments</p>
Collaborative approach to project management	Principle	s106- requirement for a site wide approach; agree a collaborative decision making and governance structure, including the establishment of a site wide joint Progress and Delivery Working Group	A fully collaborative approach to ongoing project management; resolving issues, programme and resources ensuring consistency of decision making and delivery	<p>S/3 Sustainable Development</p> <p>SS/5 Waterbeach New Town</p>
Delivery and timing of infrastructure	Key fixes and principles; IDP and spatial framework	<p>Planning conditions related to outline applications</p> <p>s106 – re: triggers/ financial contributions</p> <p>On-going review via collaborative working groups and decision making structure</p>	<p>Site wide framework for strategic infrastructure provision</p> <p>Delivery of key infrastructure at appropriate times to ensure sustainable forms of development</p> <p>Appropriate mitigation of the impacts of development</p>	<p>CC/7 Water Quality</p> <p>CC/8 SUDS</p> <p>NH/6 Green Infrastructure</p> <p>TI/2 Sustainable travel</p> <p>TI/8 Infrastructure and new development</p>

Issue	SPD Principles/ Fixes	Mechanism(s)	Required Outcome/ Justification	Policy
Development phasing	<p>Principles (see section 5.2)</p> <p>SPD Framework Plan</p> <p>IDP Section</p>	<p>Planning conditions related to outline applications</p> <p>s106 regarding financial contributions and timing of delivery including monitor and manage approach to transport infrastructure</p> <p>The SPD promotes early phases of development and the potential for delivery on land in both promoters control.</p>	<p>Well-connected and served sustainable development</p> <p>excellent walking and cycling access to facilities and services</p> <p>delivery of new homes and infrastructure to meet identified needs and mitigate impacts</p>	<p>SC/4 Meeting community needs</p> <p>S/5 Provision of new homes and jobs</p> <p>TI/2 Sustainable travel</p>
Securing Cross Site Access	<p>Fix re: primary movement on SPD Framework Plan</p>	<p>s106 Agreement; subject to development phasing and delivery of key site wide infrastructure (eg the new railway station); agree triggers; approach to valuation (and 3rd party if required)</p> <p>Establish a joint Transport Strategy Working Group</p> <p>Route from A10 via New Town centre to railway station</p> <p>Establish potential for public sector to intervene in the absence of an agreement between promoters.</p>	<p>Seamless delivery of infrastructure and related development</p> <p>Sustainable access for existing and new residents</p> <p>Consistency of design quality</p>	<p>TI/2; TI/8; S/3</p>

Issue	SPD Principles/ Fixes	Mechanism(s)	Required Outcome/ Justification	Policy
Affordable Housing	Principles - 40% policy target	Planning applications Independent viability assessments s106 for percentage/ amount and tenure mix/ type	Delivery of a range of housing in each development phase to meet identified needs Deliver a balanced and sustainable community	H/8 Housing Mix H/9 Affordable Housing
Design and Delivery of Town Centre	Key fix (location) on Framework Plan Principles (see section 3.2, Key Structuring Elements)	Planning conditions/ s106 for formulation of a Town Centre Strategy and development brief Timing of submission; delivery	Timely delivery of appropriate built form, services and uses to serve the New Town and surrounding catchment area	E/21 Retail Hierarchy SC/4 Meeting Community Needs TI/8 Infrastructure and New Development
Transport and Movement	Fix re: primary routes and new rail station-spatial framework	s106 – establish a Transport Strategy Review Group; relevant triggers and contributions	Consider wider strategy for improvements and new infrastructure Monitor and manage approach, particularly in respect of the A10 corridor Delivery of sustainable, well served development	TI/2 Sustainable Travel TI/8 Infrastructure
Viability	Principles	Planning applications; open book approach Independent viability assessment s106; triggers and review	Delivery of required housing and mix of uses along with relevant infrastructure Ensure schemes are deliverable and potential to review/ consider economic/ market conditions	TI/8 Infrastructure and New Development

Issue	SPD Principles/ Fixes	Mechanism(s)	Required Outcome/ Justification	Policy
Shared Infrastructure Capacity & Costs	Principles	<p>Planning applications; s106</p> <p>Phasing strategy</p> <p>Joint Progress/ Delivery Working Group/ Transport Strategy Working Group</p>	<p>Agreed approach to sharing existing capacity and contributions to site wide infrastructure</p> <p>Requirement to share pro-rata costs towards infrastructure</p>	T1/8 Infrastructure and New Development
Monitoring and Review	Principles	<p>s106 for approach to viability and ongoing monitoring and review</p> <p>Joint Working Groups as above</p>	<p>In order to ensure that development is viable and deliverable across the lifetime of the project; to provide up to date information to inform development phases</p>	S/5 Provision of New Homes and Jobs

APPENDICES

SECTION OVERVIEW

Appendix 1: Local Policy Context

Appendix 2: List of Acronyms

Appendix 3: Local Plan Policy SS/5 “Waterbeach New Town”

APPENDIX 1: LOCAL POLICY CONTEXT

Summary of Local Plan Policy Requirements		
S/3	Presumption in favour of Sustainable Development	Emphasises the Council's support for development that reflects the presumption as set out within the NPPF.
S/5	Provision of New Jobs and Homes	Development will meet the objectively assessed needs in the District (2011 – 2031).
SS/6	Waterbeach New Town	Approximately 8,000 to 9,000 new homes. Excellence in sustainable development. Some employment provision. Town centre with retail and leisure uses. Provision of Open space and Green Infrastructure.
CC/1	Mitigation and Adaptation to Climate Change	... permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal.
CC/3	Renewable and Low Carbon Energy in New Developments	... to reduce carbon emissions (over the requirements set by Building Regulations) by a minimum of 10% through the use of on-site renewable energy technologies.
		... site wide renewable and low carbon energy solutions that maximise on-site generation from these sources will be sought, such as renewable and low carbon district heating systems.
CC/4	Water Efficiency	... new residential developments must achieve as a minimum water efficiency equivalent to 110 litres per person per day
		... non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels ...
CC/5	Sustainable Show Homes	... where a show home is being provided, a sustainable show home must be provided (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development...
CC/6	Construction Methods	Management of materials on site (including re-use) and the need for construction traffic to have an agreed plan and methodology.
CC/7	Water Quality	Demonstrate adequate water supplies; sewerage and land drainage. No harm should come to ground, surface or water bodies. Consider pollution sources and incorporate SUDs. Foul sewerage should connect to public sewers wherever possible.
CC/8	Sustainable Drainage Systems	... incorporate appropriate sustainable surface water drainage systems (SUDS) appropriate to the nature of the site ...

Summary of Local Plan Policy Requirements

HQ/1	Design Principles	This is a very broad policy requiring high quality design.
HQ/2	Public Art and New Development	... will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals ...
NH/2	Protecting and Enhancing Landscape Character	Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape
NH/4	Biodiversity	New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy.
NH/6	Green Infrastructure	... new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.
NH/14	Heritage Assets	Development proposals will be supported when they sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside. They create new high quality environments with a strong sense of place.
H/8	Housing Density	Developments ... will achieve an average net density of ... 40 dph in urban extensions to Cambridge and in new settlements.

Summary of Local Plan Policy Requirements

H/9	Housing Mix	<p>Market homes in developments of 10 or more ... will consist of:</p> <ul style="list-style-type: none"> a. At least 30% 1 or 2 bedroom homes; b. At least 30% 3 bedroom homes; c. At least 30% 4 or more bedroom homes; d. With a 10% flexibility allowance that can be added to any of the above categories taking account of local circumstances. <p>The housing mix of affordable homes in all developments being determined by local housing needs evidence.</p> <p>5% of homes to be built to the M4(2) standard (accessible and adaptable homes).</p> <p>Provision of plots for self and custom builders.</p>
H/10	Affordable Housing	<p>All developments of 11 dwellings or more will provide affordable housing as follows:</p> <ul style="list-style-type: none"> a. To provide that 40% of the homes on site will be affordable; b. To address evidence of housing need. An agreed mix of affordable house tenures will be determined by local circumstances at the time of granting planning permission; c. In small groups or clusters distributed through the site.
H/12	Residential Space Standards	<p>New build homes will provide internal floor areas which meet or exceed those set out in Figure 8 Policy H/12, South Cambridgeshire Local Plan.</p>
E/21	Retail Hierarchy	<p>Proposals for new retail provision should be in keeping with their position in the retail hierarchy</p>
SC/2	Health Impact Assessment	<p>For developments of 100 or more dwellings or 5,000 m² or more floorspace a full Health Impact Assessment will be required</p>
SC/4	Meeting Community Needs	<p>.. housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development....</p> <p>... community needs of large scale major developments (individual sites with 200 or more dwellings, or groups of smaller sites which cumulatively exceed this figure), will be established through detailed assessments and strategies prepared in consultation with service providers ...</p>

Summary of Local Plan Policy Requirements

SC/6	Indoor Community Facilities	<p>All housing developments will contribute towards the provision of indoor community facilities to meet the need generated by the development.</p> <p>Developments of sufficient scale to generate the need for new on-site facilities will be required to do so, unless it can be demonstrated that there would be advantages in delivery off-site such as a more accessible location or the delivery of a larger and better facility.</p>
SC/7	<p>Outdoor Play Space, Informal Open Space and New Developments</p> <p>Open Space Standards</p>	<p>All housing developments will contribute towards Outdoor Playing Space (including children’s play space and formal outdoor sports facilities), and Informal Open Space to meet the need generated by the development in accordance with the standards in Policy SC/8....</p> <p>The minimum standard for outdoor play space, informal open space and allotments and community allotments is 3.2 hectares per 1,000 people comprising:</p> <ul style="list-style-type: none"> a. Outdoor Sport 1.6 ha. per 1,000 people b. Open Space 1.2 ha. per 1,000 people c. Allotments and community orchards 0.4 ha. per 1,000 people <p>2. Subject to the needs of the development the open space requirement will consist of:</p> <ul style="list-style-type: none"> d. Formal Children’s Play Space 0.4 ha. per 1,000 people e. Informal Children’s Play Space 0.4 ha. per 1,000 people f. Informal Open Space 0.4 ha. per 1,000 people
TI/2	Planning for Sustainable Travel	<p>1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.</p> <p>2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:</p>
TI/3	Parking Provision	<p>Car and cycle parking provision should be provided through a designed approach in accordance with the standards set out set out in Fig. 11.</p>

Summary of Local Plan Policy Requirements

TI/8	Infrastructure and New Developments	<p>1. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.</p> <p>2. Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.</p>
TI/9	Education Facilities	increasing pressure on provision of places must be taken into account when assessing proposals for education facilities in order to achieve the most sustainable development ...
TI/10	Broadband	New development (residential, employment and commercial) will be expected to contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband services across the district.

Reference should also be made to the Peterborough Minerals and Waste Development Framework (MWDF) and the RECAP Waste Management Design Guide SPD.

APPENDIX 2: LIST OF ACRONYMS

Acronym	Definition
ASHPs	Air Source Heat Pumps
AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
CNFE	Cambridge Northern Fringe East site
CSP	Cambridge Science Park
CWS	County Wildlife Sites
CRP	Cambridge Research Park
DAS	Design and Access Statement
D.I.O	Defence Infrastructure Organisation
dph	Dwellings per Hectare
ES	Environment Statement
EfW	Energy from Waste
GCP	Greater Cambridge Partnership
GSHPs	Ground Source Heat Pumps
HIA	Health Impact Assessment
IDB	Internal Drainage Board
IDP	Infrastructure Delivery Plan
LAPs	Local Areas of Play
LEA	Local Education Authority
LEAPs	Local Equipped Areas for Play
LEMP	Landscape and Ecology Management Plan
MpCC	Multi-purpose Community Centres
MoD	Ministry of Defence
MoU	Memorandum of Understanding
MSCP	Multi-storey Car Park
MUGA	Multi-use Games Area
NCA	National Character Areas
NEAPs	Neighbourhood Equipped Areas for Play
NPPF	National Planning Policy Framework
P&R	Park and Ride
PVI	Private, Voluntary and Independent
RLW	Royal London Waterbeach
SM	Scheduled Monument
SCDC	South Cambridgeshire District Council

APPENDIX 2: ACRONYMS (CONT'D)

Acronym	Definition
SCI	Statement of Community Involvement
SEN	Special Educational Needs
SLA	Strategic Landscape Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TA	Transport Assessment
TOCs	Train Operating Companies
U&C	Urban & Civic
WSHP	Water Source Heat Pumps





APPENDIX 3: LOCAL PLAN POLICY SS/5 “WATERBEACH NEW TOWN” (Policy in Sections 1-17) (Policy SS/6 in the new Local Plan)

Waterbeach New Town

Policy SS/6: Waterbeach New Town

1. A new town of approximately 8,000 to 9,000 dwellings and associated uses is proposed on the former Waterbeach Barracks and land to the east and north as shown on the Policies Map. A Supplementary Planning Document (SPD) will be prepared for the new town as addressed at subsection 17 of this policy. The final number of dwellings will be determined through a designed approach and spatial framework diagram included in the SPD having regard to:
 - a. The quantum, location and distribution of development in the town; and
 - b. Maintaining an appropriate setting for Denny Abbey listed building and scheduled monument.
2. The new town will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high quality traditions and innovation that are characteristic of the Cambridge Sub-Region.
3. It will be developed to maintain the identity of Waterbeach as a village close to the new town. Appropriate integration should be secured by the provision of suitable links to enable the residents of Waterbeach village to have convenient access to the services and facilities in the new town but limited and controlled opportunities for direct road access from the wider new town to Waterbeach with emphasis on connections by public transport, cycle and on foot.
4. It will deliver an example of excellence in sustainable development and healthier living, which will make a significant contribution to the long term development needs of the Cambridge area. It will deliver high quality public transport links to Cambridge, including a relocated railway station, to enable a high modal share of travel by means other than the car.

The Site:

5. The built area of the settlement will be contained within the Major Development Site, and the location of major land uses and design of the northern edge of the new town will ensure an appropriate relationship with Denny Abbey listed building and scheduled monument;
6. The new town will establish an appropriate relationship and interaction with Waterbeach village, and the Cambridge Research Park;
7. All built development will be provided within the Major Development Site shown on the Policies Map. Land outside the Major Development Site can provide other associated uses and mitigation including drainage, habitat compensation and informal open space.

The Phasing and Delivery of a Mix of Land Uses:

8. The new town will provide a range of uses appropriate to a new town, including:
- a. Residential development of a mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community;
 - b. Employment provision of a quantum, type and mix to meet the needs of the town and provide access to local jobs, and support the continued development of the economy of the Cambridge area to be established through an Economic Development Strategy prepared in partnership with the local authority and key stakeholders;
 - c. Shops, services, leisure and other town centre uses¹ of an appropriate scale for a town whilst avoiding significant impacts on vitality and viability of surrounding centres, and not competing with Cambridge as the sub regional centre;
 - d. A town centre supported by local centres, to ensure services and facilities are easily accessible to residents;
 - e. Community services and facilities, including health and both primary and secondary school education;
 - f. Open space, sports and leisure facilities;
 - g. Appropriate provision for and design of waste / recycling management facilities.

Measures to Address Landscape, Townscape and Setting of Heritage Assets in the Surrounding Area, and Deliver a High Quality New Development:

9. The new town will:
- a. Establish and follow design principles to deliver a high quality development responding to local character, but also with its own identity;

Main town centre uses defined in the NPPF (2012): Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- b. Provide strategic landscaping within and beyond the Major Development Site to deliver high quality environs and:
 - i. provide an appropriate screening of the town in views from Denny Abbey in order to protect the historic significance of the Abbey, and
 - ii. maintain the village character of Waterbeach;
- c. Conserve and enhance the significance of Denny Abbey Grade I listed building and scheduled monument, including the contribution made by its setting, the extent and nature of separation from the Major Development Site and formal open spaces, and protection of key views including to and from the Abbey;

- d. Include assessment, conservation and enhancement of other heritage assets as appropriate to their significance, including non designated assets such as Car Dyke World War II structures, raised causeways, and the Soldiers Hill Earthworks.
- e. Incorporate necessary mitigation to sensitive receptor boundaries, with regard to noise and odour, including from the A10, proposed railway station, recreational activities and the Waterbeach Waste Management Park to ensure no significant adverse impact on quality of life / amenity and health using separation distances or acoustic earth bunding rather than physical barriers if appropriate and where practicable;
- f. Ensure there is no significant adverse impact on local air quality and or mitigate as necessary with a Low Emissions Scheme.

Delivery of a Significant Network of Green Infrastructure:

10. The new town will:

- a. Provide a high degree of connectivity to existing corridors and networks;
- b. Include areas accessible to the public as well as areas with more restricted access with the aim of enhancing biodiversity;
- c. Provide and retain woods, hedges, and water features which would contribute to the character and amenity of the town and help preserve and enhance the setting of Denny Abbey, managed to enhance their ecological value;
- d. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation and drainage;
- e. Carry out a full programme of ecological survey and monitoring, to guide a Biodiversity management plan to provide appropriate mitigation and enhancement.

Creation of a comprehensive movement network:

11. The new town will be founded on a comprehensive movement network for the whole town, that connects key locations including the town centre and relocated railway station to encourage the use of sustainable modes of travel, and includes:

- a. Significant improvements in Public Transport, including:
 - i. Provision of a relocated Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town;
 - ii. Provision of a Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Bus link to Cambridge;
- b. Measures to Promote Cycling and Walking, from the start of the development including:
 - i. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
 - ii. Provision of a direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;

- iii. A Smarter Choices package including residential, school and workplace travel planning.
- c. Highway Improvements, including:
 - i. Primary road access from the A10;
 - ii. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;
 - iii. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton and Milton;
 - iv. A review of the access arrangements to Denny Abbey and the Farmland Museum.

Sustainable Design and construction:

12. The new town will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan. These measures could include combined heat and power provided from the adjacent Waterbeach Waste Management Park.

Infrastructure Requirements:

13. The new town will:

- a. Ensure the delivery of improvement to any existing infrastructure which will be relied upon by the new town as well as the provision, management and maintenance of new infrastructure, services and facilities to meet the needs of the town.
- b. Make appropriate arrangements for Foul Drainage and Sewage Disposal.
- c. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development.

Community Development:

14. Measures will be required to assist the development of a new community, such as through community development workers.

Site Preparation:

15. Developers will be required to:

- a. Undertake site wide investigation and assessment of land contamination and other issues resulting from former land uses, including military use, to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment;
- b. Ensure that all ordnance is removed from the site in ways that ensure the development can take place without unacceptable risk to workers and neighbours including major disruption to the wider public off site.

Phasing and Delivery:

16. The delivery of the new town, including any individual phases, must:

- a. Be in accordance with the spatial framework diagram set out in the Supplementary Planning Document to ensure a comprehensive development of the site as a whole that will not prejudice the creation of a fully functioning and successful new town.
- b. Be informed by appropriate strategies, assessments and evidence reports.
- c. Plan for essential services, facilities and infrastructure to be provided in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases, and the requirements on developers.
- d. Make satisfactory arrangements to ensure appropriate engagement and consultation with local people and stakeholders.

Supplementary Planning Document:

17. The SPD to be prepared for the Strategic Site shown on the Policies Map will provide further guidance and detail on the implementation of Policy SS/6. The SPD will include:

- a. An overarching, high level vision for the new town.
- b. Consideration of relevant context including key constraints and opportunities.
- c. The broad location of the components of the new town which are essential to support comprehensive and seamless development. A spatial framework diagram will be included that ensures the creation of a sustainable, legible and distinctive new settlement.
- d. The location, nature and extent of any formal open space to be provided outside of the Major Development Area.

Broadly how the development is to be phased, including the delivery of key infrastructure.

Supporting Text

3.37 Land north of Waterbeach is allocated for the creation of a sustainable new town. It provides the opportunity to reuse an extensive area of previously developed land to meet the housing and employment needs of the Cambridge area. It will aim to be an exemplar in sustainability and high quality design, building on the knowledge gained from other new settlements being delivered in the district.

3.38 This is a long term development opportunity. Development will take place over the plan period, and beyond. The implementation of the new town development provided for by this policy will be informed by a SPD produced in accordance with policy paragraph 17 and the local community and stakeholders will be engaged in its preparation. The policy establishes requirements and objectives that will need to be addressed in the SPD, and subsequently by developers. A full range of detailed assessments will be required, initially at a level appropriate

to inform the SPD, and ultimately as part of any planning application.

3.39 The Policies Map also identifies the Major Development Site, which will accommodate the built development of the new town. This does not mean the whole of the area will be developed. Large parts of it will remain undeveloped and green after the settlement is complete to provide open spaces within the new town and a substantial green setting for the new town, Denny Abbey and Farmland Museum and Waterbeach village. Areas to the north of the town within the area to be covered by the SPD will ensure that it will remain physically separate from Denny Abbey. Assessment of the setting of Denny Abbey using Historic England's guidance on Setting of Heritage Assets will be required in view of the importance of conserving and where possible enhancing the remote rural and historic setting of Denny Abbey, a nationally important heritage asset, will be a key element of the plan, including having regard to key views and landscape character. There may be scope to provide some formal open space outside the Major Development Area whilst providing an appropriate setting for Denny Abbey, if demonstrated to be appropriate through the SPD.

3.40 Delivery of large areas of green infrastructure will also enable the enhancement of biodiversity within the town, whilst providing a network of open spaces for new and existing communities. Maintaining the identity of Waterbeach village as a village close to the new town is also necessary. The nature of the transition between Waterbeach village and the new town will be addressed through the SPD.

3.41 A new town will require a significant amount of new infrastructure, including schools, shops, services and facilities to meet the needs of the town. It is important that the services, facilities, landscape and infrastructure needed by this development are not only provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community as they arise and in the long term.

3.42 A fundamental requirement for this site is that it will be highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. The site offers particular opportunities to deliver public transport improvements, including the relocation of Waterbeach railway station to a location where it will also be convenient for people living in Waterbeach village making rail travel highly attractive. Segregated provision for buses both within the town and to link the new town to the public transport network in Cambridge will be required and similarly for cycle use. This will provide for quicker journeys, encourage maximum use by residents of the new town and improve safety. The existing A10 is at capacity and road improvements will be required, including measures to address capacity at the Milton junction with the A14.



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