

Record count: 79

68634

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Anglian Water Services Limited**Date received:** 19/03/2021 via Web**Summary:**

Policy WAT 3 A walkable village and walkable neighbourhoods

The design principles as referred to in Policy WAT 3 appear to be focused on proposals for residential development within the plan area. We would therefore suggest that this should be made clear in the wording of this policy.

Policy WAT 14 Waterbeach design principles

The design principles as referred to in Policy WHDC13 appear to be focused on proposals for residential development within the plan area. We would therefore suggest that this should be made clear in the wording of the policy and Schedule 1 of the Neighbourhood Plan.

**Full text:**

Policy WAT 3 A walkable village and walkable neighbourhoods

The design principles as referred to in Policy WAT 3 appear to be focused on proposals for residential development within the plan area. We would therefore suggest that this should be made clear in the wording of this policy.

Policy WAT 14 Waterbeach design principles

The design principles as referred to in Policy WHDC13 appear to be focused on proposals for residential development within the plan area. We would therefore suggest that this should be made clear in the wording of the policy and Schedule 1 of the Neighbourhood Plan.

**Attachments:** None

68641

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Waterbeach Charity**Date received:** 09/04/2021 via Email**Summary:**

Policy WAT2

The Waterbeach Charity Trustees supports the concept of a Pedestrian/ Cycle route as outlined in policy WT2. It does however wish to point out that the buying of private land to achieve this aim would make the project very expensive.

The land within the existing railway boundaries should be the first option.

The buying of Charity land, private gardens, grazing land and agricultural land would no doubt involve compulsory purchase and could make the concept unachievable.

The Charity would have no objections to the use of railway land alongside the railway for the purpose of a cycle way.

**Full text:**

I wish to comment on behalf of the Waterbeach Charity (registered Charity No 311348) regarding Policy WT2.

The Waterbeach Charity Trustees supports the concept of a Pedestrian/ Cycle route as outlined in policy WT2. It does however wish to point out that the buying of private land to achieve this aim would make the project very expensive.

The land within the existing railway boundaries should be the first option.

The buying of Charity land, private gardens, grazing land and agricultural land would no doubt involve compulsory purchase and could make the concept unachievable.

The Charity would have no objections to the use of railway land alongside the railway for the purpose of a cycle way.

**Attachments:** None



68680

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Defence Infrastructure Organisation

**Date received:** 19/04/2021 via Email

**Summary:**

The MOD would wish to be consulted on any proposed development within the Waterbeach NP area which consists of structures or buildings exceeding 45.7m Above Ground Level (AGL) and which also include landscaping and SUDS involving open water bodies and bio-diverse roofs / attenuation schemes.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd97v>



Ministry  
of Defence

# Defence Infrastructure Organisation

Safeguarding Department  
Statutory & Offshore

Planning Policy Team  
SCDC, Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

Defence Infrastructure Organisation  
Kingston Road  
Sutton Coldfield  
West Midlands  
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Sent by Email only

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E-mail: [DIO-safeguarding-statutory@mod.gov.uk](mailto:DIO-safeguarding-statutory@mod.gov.uk)

[www.mod.uk/DIO](http://www.mod.uk/DIO)

19 April 2021

Our reference: 10050832

Dear Sir or Madam

## **Waterbeach Neighbourhood Development Plan 2020 to 2031**

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a statutory consultee in the UK planning system to ensure designated zones around key operational defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites are not adversely affected by development outside the MOD estate.

**This response relates to MOD Safeguarding concerns only and should be read in conjunction with any other submissions that might be provided by other MOD sites or departments.**

Having reviewed the supporting documentation in respect of the Waterbeach Neighbourhood Development Plan, MOD DIO safeguarding can offer the following comments:

The main DIO safeguarding area of interest is the proposed Waterbeach New Town Strategic Site, (Policy SS/6 of the South Cambridgeshire Local Plan-Waterbeach New Town site allocation - allocated at the former Waterbeach Barracks.

This area occupies the statutory aerodrome height and birdstrike safeguarding zones surrounding Cambridge Airport, lying approx. 8km north of airfield centre. The northern locations within the NDP area from North Fen (Centre North) & Chittering (NW) occupy Cambridge Airport's birdstrike safeguarding zone only, at approx. 12km from the centre of the airfield.

The aerodrome height safeguarding zone serves to protect the airspace above and around aerodromes to maintain an assured, obstacle free environment for aircraft manoeuvre. This airspace needs to be kept free of obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely. Within the birdstrike safeguarding zone, the principal concern of the MOD is the creation of new habitats may attract and support populations of large and, or, flocking birds close to the aerodrome.

An outline planning application S/0559/17/OL was approved by SCDC in September 2019 for up to 6,500 new homes and associated facilities. This was assessed under our reference DIO 10045518. DIO submitted an outline response detailing, in particular, our requirements to be consulted at Reserved Matters/Full planning stages with SUDS/Landscaping details & also details for crane management).

In summary, the MOD would wish to be consulted on any proposed development within the Waterbeach NDP area which consists of structures or buildings exceeding 45.7m Above Ground Level (AGL) and which also include landscaping and SUDS involving open waterbodies and bio-diverse roofs/ attenuation schemes.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely



Debbie Baker  
DIO safeguarding

68685

Support

## Waterbeach Neighbourhood Plan, Introduction ; Policy Context

**Respondent:** Mrs Barbara Brown

**Date received:** 20/04/2021 via Email

### Summary:

As a resident of this village and a member of this vibrant, friendly community, I wish to highly recommend this accurate and forward thinking view and plan for our village.

Sadly for nearly the last decade, we have felt that we are the forgotten and ignored community. WPC and the residents of Waterbeach, plus tens of thousands of surrounding local village residents have fought hard to try to contain this over development. Unbelievably there are still NO plans for any infrastructure.

### Full text:

I wish to put forward a number of comments concerning the above mentioned plan. It is my hope that these comments go forward to the committee.

1) As a resident of this village and a member of this vibrant, friendly community, I wish to highly recommend this accurate and forward thinking view and plan for our village.

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2) Road safety.

What steps will be taken to stop an ever increasing RatRun from the A14 via Horningsea Road speeding into Waterbeach to join the A10 and inevitably this New Town massive development. Traffic in all areas around the A10 will double with this overpopulation.

The Neighbourhood Plan - Restrict traffic in Cody Road to village residents only.

The Neighbourhood Plan -No New Town Traffic entering Waterbeach through Cody Road.

We wish to see a 20 mph speed limit in our village, particularly in the High Street. One way traffic on Greenside ( by White Horse pub) to help make the heart of our village safer from speeding inconsiderate non-resident drivers.

Time limited parking in layby, by pharmacy and post office.

Double yellow lines (safety barriers ) around all junctions in the Preservation Area of the village , especially where there is now inconsiderate and dangerous parking in that area. Many residents have no clear driving view right or left on leaving their street or lane and entering this area because of dangerous parking on both sides of the High Street. It is especially dangerous for pedestrians to cross a very narrow road with cars parked on both sides of the green

The Milton roundabout is still not finished. The merging of traffic from the A14 on an incredible short merging lane, will develop into an accident black spot! Constant lorries exiting A14 will ignore or not see traffic exiting the roundabout, via green traffic lights.

We hear that there are now plans for a new police headquarters to be built next to the Milton park&ride, so we will have to deal with bluelight traffic constantly using this dangerous road.

It is now time for a direct plan to be made and secured for a Bypass from Milton to Ely.

3) Environment. Car Dyke Roman Canal

The importance of preserving this Ancient Monument. This area has huge importance to our village and community, that is why it is top of the list for preservation on the Neighbourhood plan.

It is a conservation area, an incredible Fenland landscape, massive horizons and a unique place of peace and reflection. It's ancient hedgerow has a complete biodiversity to protect. Such a diverse numbers of birds , butterfly and insects.

During lockdown this area next to the recreation ground has been a focal part of the village, it has always been a wonderful place for walkers, especially dog walkers and for horse riding. It is a wonderful bridleway. But more important during these difficult times it has brought a special quietness and mental well being to all different age groups, toddlers up to senior citizens. All within walking distance of the village centre. This last part of our south wild fen that must be preserved for children and greatgrandchildren. Once it goes its gone forever.

At one time this area was considered to be one of many crazy areas put forward as part of a Greenway cycling lane for the New Town.

Thousands of cyclists, e scooters etc. using this area as a thoroughfare is totally abhorrent and destructive to this important environment and heritage site.

Waterbeach overwhelmingly voted to have the area adjacent to the railway line as the new Greenway. Council land I believe, flood plain When, if ever there is an upgrade to the A10 there should be a dedicated cycle lane separated from traffic.

Crossing Car Dyke road junction with pedestrian/ traffic lights replicating Denny End/A10 lights for pedestrians and traffic filter lane At the same time slowing speeding A10 traffic and stopping horrendous traffic accidents that still continue too happen on this dangerous poorly marked road . The traffic will actually come to a stop, with the filter lane safely seeing traffic crossing to the opposite lane to head towards Ely.

We have learnt the hard lessons ,about safety since Butt Lane and Denny End have gained multiple traffic lights the roads have become much safer. It is now the turn of Car Dyke road junction that desperately needs upgrading.

Roundabouts they just not up to the job, cars speed and at busy times they block the roundabout so nothing is moving. You see it in Cambridge eveyday.l

Cycles from Milton cycle way will safely enter the village near the Slap Up Pub pathway or onwards to Denny End.

That way we would have 2 safe cycle ways, with the added bonus of reducing the number of cycles on the tow path and improving the environment by the river.

May I also suggest that at these times the area of walkway for residents through Cody Way to New Town , has plenty of attractive natural looking bench's for tired family's but especially pensioners To sit and chat.

#### 4)Travel

We need a secure New Station bus shuttle for residents who usually walk to our own train station for work and pleasure. We are informed that there is now not going to be a multi car park for the new station, so I take it our village roads will be used as a free car park for passengers. Especially Bannold Road.

RLW were given planning permission for this development because they Bragged that they would totally fund the New station out of their combined huge profits. Now we are informed that this is not happening and now we, the council tax payers are funding this unwanted station. Is this Tory government aware of these changes. We take it that is why no plans for a upgrade or bypass far the A10 or Waterbeach is even forseen in the future.

We have a perfect upgraded station in our village at Station Road, even full crossing barriers, to be updated.

Any sensible owner of that line would keep it open and maintained, in case of emergency ( sadly many have happened on this line exactly where the new station is planned ) passengers having to leave the train many times each year at Waterbeach and catch buses to further their journey +. Emergency services attending victims Thousands of villagers would still like to have a limited off peak service, perhaps twice a day or weekly and a limited weekend timetable from out convenient station. Otherwise many will no longer use either stations, instead traveling by car, bus, or use the much quicker Milton Park&Ride ( cheaper)

Where all the residents of this New Town are going to park all their many cars is a complete mystery to us , we are told (No plans are ever displayed) that no garage or parking is allowed next to their homes. Because everyone will be walking & cycling everywhere, whatever the weather. So one can imagine vast car parks dotted around this development, probably overlooking our village.

Thank you for reading this and passing on to committee.

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd966>

68686

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Mrs Barbara Brown**Date received:** 20/04/2021 via Email**Summary:**

Concerns about road safety including wishing a 20mph speed limit in the village, double yellow lines to prevent dangerous parking. Concerns that A14 is a dangerous road at Milton Roundabout

**Full text:**

I wish to put forward a number of comments concerning the above mentioned plan. It is my hope that these comments go forward to the committee.

1) As a resident of this village and a member of this vibrant, friendly community, I wish to highly recommend this accurate and forward thinking view and plan for our village.

Sadly for nearly the last decade, we have felt that we are the forgotten and ignored community. WPC and the residents of Waterbeach, plus tens of thousands of surrounding local village residents have fought hard to try to contain this over development. Unbelievably there are still NO plans for any infrastructure.

2) Road safety.

What steps will be taken to stop an ever increasing RatRun from the A14 via Horningsea Road speeding into Waterbeach to join the A10 and inevitably this New Town massive development. Traffic in all areas around the A10 will double with this overpopulation.

The Neighbourhood Plan - Restrict traffic in Cody Road to village residents only.

The Neighbourhood Plan -No New Town Traffic entering Waterbeach through Cody Road.

We wish to see a 20 mph speed limit in our village, particularly in the High Street. One way traffic on Greenside ( by White Horse pub) to help make the heart of our village safer from speeding inconsiderate non-resident drivers. Time limited parking in layby, by pharmacy and post office.

Double yellow lines (safety barriers ) around all junctions in the Preservation Area of the village , especially where there is now inconsiderate and dangerous parking in that area. Many residents have no clear driving view right or left on leaving their street or lane and entering this area because of dangerous parking on both sides of the High Street. It is especially dangerous for pedestrians to cross a very narrow road with cars parked on both sides of the green

The Milton roundabout is still not finished. The merging of traffic from the A14 on an incredible short merging lane, will develop into an accident black spot! Constant lorries exiting A14 will ignore or not see traffic exiting the roundabout, via green traffic lights.

We hear that there are now plans for a new police headquarters to be built next to the Milton park&ride, so we will have to deal with bluelight traffic constantly using this dangerous road.

It is now time for a direct plan to be made and secured for a Bypass from Milton to Ely.

3) Environment. Car Dyke Roman Canal

The importance of preserving this Ancient Monument. This area has huge importance to our village and community, that is why it is top of the list for preservation on the Neighbourhood plan.

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At one time this area was considered to be one of many crazy areas put forward as part of a Greenway cycling lane for the New Town.

Thousands of cyclists, e scooters etc. using this area as a thoroughfare is totally abhorrent and destructive to this important environment and heritage site.

Waterbeach overwhelmingly voted to have the area adjacent to the railway line as the new Greenway. Council land I believe, flood plain When, if ever there is an upgrade to the A10 there should be a dedicated cycle lane separated from traffic.

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Cycles from Milton cycle way will safely enter the village near the Slap Up Pub pathway or onwards to Denny End.

That way we would have 2 safe cycle ways, with the added bonus of reducing the number of cycles on the tow path and improving the environment by the river.

May I also suggest that at these times the area of walkway for residents through Cody Way to New Town , has plenty of attractive natural looking benches for tired families but especially pensioners To sit and chat.

#### 4)Travel

We need a secure New Station bus shuttle for residents who usually walk to our own train station for work and pleasure. We are informed that there is now not going to be a multi car park for the new station, so I take it our village roads will be used as a free car park for passengers. Especially Bannold Road.

RLW were given planning permission for this development because they Bragged that they would totally fund the New station out of their combined huge profits. Now we are informed that this is not happening and now we, the council tax payers are funding this unwanted station. Is this Tory government aware of these changes. We take it that is why no plans for a upgrade or bypass for the A10 or Waterbeach is even foreseen in the future.

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**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd966>



68688

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Mrs Barbara Brown**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT2

We need a secure New Station bus shuttle for residents who usually walk to our own train station for work and pleasure.

**Full text:**

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**Attachments:** Supporting Document - <https://scambis.oc2.uk/a/sd966>

68687

Support

## Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity

**Respondent:** Mrs Barbara Brown

**Date received:** 20/04/2021 via Email

### Summary:

Car Dyke Roman Canal - importance of preserving this Ancient Monument. This area has huge importance to our village and community, that is why it is top of the list for preservation on the Neighbourhood plan.

### Full text:

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Any sensible owner of that line would keep it open and maintained, in case of emergency ( sadly many have happened on this line exactly where the new station is planned ) passengers having to leave the train many times each year at Waterbeach and catch buses to further their journey +. Emergency services attending victims Thousands of villagers would still like to have a limited off peak service, perhaps twice a day or weekly and a limited weekend timetable from our convenient station. Otherwise many will no longer use either stations, instead traveling by car, bus, or use the much quicker Milton Park&Ride ( cheaper)

Where all the residents of this New Town are going to park all their many cars is a complete mystery to us , we are told (No plans are ever displayed) that no garage or parking is allowed next to their homes. Because everyone will be walking & cycling everywhere, whatever the weather. So one can imagine vast car parks dotted around this development, probably overlooking our village.

Thank you for reading this and passing on to committee.

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd966>

Dear Sir

I wish to put forward a number of comments concerning the above mentioned plan. It is my hope that these comments go forward to the committee.

1) As a resident of this village and a member of this vibrant, friendly community, I wish to highly recommend this accurate and forward thinking view and plan for our village.

Sadly for nearly the last decade, we have felt that we are the forgotten and ignored community.

WPC and the residents of Waterbeach, plus tens of thousands of surrounding local village residents have fought hard to try to contain this over development. Unbelievably there are still NO plans for any infrastructure.

2) Road safety.

What steps will be taken to stop an ever increasing RatRun from the A14 via Horningsea Road speeding into Waterbeach to join the A10 and inevitably this New Town massive development. Traffic in all areas around the A10 will double with this overpopulation.

The Neighbourhood Plan - Restrict traffic in Cody Road to village residents only.

The Neighbourhood Plan -No New Town Traffic entering Waterbeach through Cody Road.

We wish to see a 20 mph speed limit in our village, particularly in the High Street. One way traffic on Greenside ( by White Horse pub) to help make the heart of our village safer from speeding inconsiderate non-resident drivers.

Time limited parking in layby, by pharmacy and post office.

Double yellow lines (safety barriers ) around all junctions in the Preservation Area of the village , especially where there is now inconsiderate and dangerous parking in that area. Many residents have no clear driving view right or left on leaving their street or lane and entering this area because of dangerous parking on both sides of the High Street. It is especially dangerous for pedestrians to cross a very narrow road with cars parked on both sides of the green

The Milton roundabout is still not finished. The merging of traffic from the A14 on an incredible short merging lane, will develop into an accident black spot! Constant lorries exiting A14 will ignore or not see traffic exiting the roundabout, via green traffic lights. We hear that there are now plans for a new police headquarters to be built next to the Milton park&ride, so we will have to deal with bluelight traffic constantly using this dangerous road. It is now time for a direct plan to be made and secured for a Bypass from Milton to Ely.

3) Environment. Car Dyke Roman Canal

The importance of preserving this Ancient Monument. This area has huge importance to our village and community, that is why it is top of the list for preservation on the Neighbourhood plan.

It is a conservation area, an incredible Fenland landscape, massive horizons and a unique place of peace and reflection.

It's ancient hedgerow has a complete biodiversity to protect. Such a diverse numbers of birds , butterfly and insects.

During lockdown this area next to the recreation ground has been a focal part of the village, it has always been a wonderful place for walkers, especially dog walkers and for horse riding. It is a wonderful bridleway. But more important during these difficult times it has brought a special quietness and mental well being to all different age groups, toddlers up to senior citizens. All within walking distance of the village centre. This last part of our south

wild fen that must be preserved for children and greatgrandchildren. Once it goes its gone forever.

At one time this area was considered to be one of many crazy areas put forward as part of a Greenway cycling lane for the New Town.

Thousands of cyclists, e scooters etc. using this area as a thoroughfare is totally abhorrent and destructive to this important environment and heritage site.

Waterbeach overwhelmingly voted to have the area adjacent to the railway line as the new Greenway. Council land I believe, flood plain When, if ever there is an upgrade to the A10 there should be a dedicated cycle lane separated from traffic.

Crossing Car Dyke road junction with pedestrian/ traffic lights replicating Denny End/A10 lights for pedestrians and traffic filter lane At the same time slowing speeding A10 traffic and stopping horrendous traffic accidents that still continue too happen on this dangerous poorly marked road . The traffic will actually come to a stop, with the filter lane safely seeing traffic crossing to the opposite lane to head towards Ely.

We have learnt the hard lessons ,about safety since Butt Lane and Denny End have gained multiple traffic lights the roads have become much safer. It is now the turn of Car Dyke road junction that desperately needs upgrading.

Roundabouts they just not up to the job, cars speed and at busy times they block the roundabout so nothing is moving. You see it in Cambridge eveyday.l

Cycles from Milton cycle way will safely enter the village near the Slap Up Pub pathway or onwards to Denny End.

That way we would have 2 safe cycle ways, with the added bonus of reducing the number of cycles on the tow path and improving the environment by the river.

May I also suggest that at these times the area of walkway for residents through Cody Way to New Town , has plenty of attractive natural looking bench's for tired family's but especially pensioners To sit and chat.

#### 4)Travel

We need a secure New Station bus shuttle for residents who usually walk to our own train station for work and pleasure. We are informed that there is now not going to be a multi car park for the new station, so I take it our village roads will be used as a free car park for passengers. Especially Bannold Road.

RLW were given planning permission for this development because they Bragged that they would totally fund the New station out of their combined huge profits. Now we are informed that this is not happening and now we, the council tax payers are funding this unwanted station. Is this Tory government aware of these changes. We take it that is why no plans for a upgrade or bypass far the A10 or Waterbeach is even foreseen in the future.

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either stations, instead traveling by car, bus, or use the much quicker Milton Park&Ride (cheaper)

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Thank you for reading this and passing on to committee.

Yours sincerely

A black rectangular redaction box covering the signature area.

68702

Support

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Cambridge Innovation Parks Ltd.**Agent:** WSP**Date received:** 20/04/2021 via Email**Summary:**

We are of the view that the Submitted Draft Waterbeach Neighbourhood Plan passes the basic conditions test, specifically in relation to:

- National policies and guidance (basic condition 'a');
- Contribution to the achievement of sustainable development (basic condition 'd') and;
- General conformity with the strategic policies contained in the development plan (basic condition 'e').

Therefore, the plan as submitted should be considered by an examiner and proceed towards a referendum. We are also confident that CIPL's proposals at CIPN are wholly in accordance with the aims and objectives of the plan.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96k>



Greater Cambridge Shared Planning Policy Team  
South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

Our Ref. 70073454  
20 April 2021

Dear Sir/Madam,

## **REPRESENTATIONS TO THE WATERBEACH SUBMISSION NEIGHBOURHOOD PLAN (REGULATION 16 CONSULTATION)**

We write on behalf of [REDACTED] to submit representations to the Waterbeach Submission Draft Neighbourhood Plan.

As you will be aware, [REDACTED] owns Cambridge Innovation Park North (CIPN) on Denny End Road, Waterbeach which lies within the designated Neighbourhood Plan area. We would like to thank both Waterbeach Parish Council (WPC) and South Cambridgeshire District Council (SCDC) for consulting on this important plan for Waterbeach.

In summary, [REDACTED] is pleased to see that CIPN has been recognised and incorporated into the existing and future development aspirations of the village. [REDACTED] has reviewed the submitted plan in detail and would like to offer the following representations, which we trust will be taken into consideration by SCDC and will be forwarded to the independent examiner.

### **Background**

[REDACTED]

[REDACTED] is a Cambridge based commercial developer and investor that is committed to sustainable development. It provides premium serviced office space alongside additional amenities to create ideal environments for nurturing high-tech companies. It plans to invest in the local economy, secure high-quality premises for over 100 of Cambridge's fastest growing companies and thereby create hundreds of new job opportunities.

[REDACTED] has owned the CIPN campus in Waterbeach since 2012 and has already made significant investments, with further plans for expansion. It has wider aspirations to open other campuses to the south and west of Cambridge, which will witness even larger investment into the Borough.

[REDACTED] is committed to being a 'good neighbour' by taking a key role in the community to support WPC's ambitions for the village. Sitting within the current economic and policy framework, [REDACTED] is seeking to achieve the highest standards of sustainable development and is striving to positively influence and accelerate sustainable change in the wider environments and communities in which it is situated.

8 First Street  
Manchester  
M15 4RP  
Tel: +44 161 200 5000  
wsp.com





## CAMBRIDGE INNOVATION PARK NORTH

The CIPN site is located to the west of Waterbeach Village, immediately south of the disused runway associated with the former Waterbeach Barracks and opposite Waterbeach Industrial Estate. It extends to approximately 3.7 ha and is accessed from Denny End Road at the southern boundary, which connects to the A10 to the north of Cambridge. It comprises two existing office buildings (Stirling House and Blenheim House), as well as associated car parking, Sustainable Drainage Systems (SuDS), landscaping and large open undeveloped and underutilised areas.

Stirling House is an existing imposing and centrally located office building. Originally constructed in 1995 for the MOD to provide office accommodation for the Barracks, in 2012 the building was converted by CIPL into more general office space comprising mid-tech units on two levels, either side of a shared internal atrium and café. The newer Blenheim House was constructed along the eastern boundary in November 2017 and provides additional office space alongside an independent café and gym which are open to the wider public. There is currently space for approximately 450 employees and as such, it is already a significant employment location for both Waterbeach and the wider Borough.

In planning terms, the site currently sits outside the development framework for Waterbeach village, in what is classed as open countryside. However, eventually CIPN will be surrounded on three sides by the redevelopment of the former Waterbeach Barracks to form Waterbeach New Town, comprising up to 11,000 new dwellings and associated business, retail, community, leisure and sport facilities, schools and new infrastructure. Based on the details within the two planning applications and the Waterbeach New Town SPD, the land immediately to the north and east of the CIPN site is likely to be utilised as public open space (known as 'South Park').

CIPN is situated in a highly accessible location. It is within walking distance of Waterbeach railway station and there is a bus stop located on Denny End Road, approximately 30m from the entrance to the site (9, 11 and Citi 2 bus routes provide services to Cambridge, Ely and Landbeach). Additionally, a bus stop serving the X9 bus route is located within 600m of the entrance to the site. It is anticipated that in time, the site will benefit from significant infrastructure improvements associated with the New Town, including the relocation of the existing railway station.

There is clear national and local policy support for the site's continued employment use. For example, the Local Plan contains policies relating to employment provision on the edge of villages, the expansion of existing businesses in the open countryside (Policies E/13 and E/16) and a drive towards the creation of business clusters suitable to house a range of industries (Policy E/9 and NPPF paragraphs 80 and 82) all of which CIPN accords with.

## FUTURE EXPANSION OF CAMBRIDGE INNOVATION PARK NORTH

You will be aware that [REDACTED] currently has a live application pending (ref: 20/05253/FUL) for:

*“Hybrid application for the expansion of existing business park to create a sustainable campus comprising – (i) Full application for the erection of two office (Class E) buildings, together with landscaping, SuDS, earthworks, parking and associated works; (ii) Outline application (matters of access and scale to be considered, all other matters reserved) for the erection of additional office (Class E) floorspace, together with landscaping, SuDS, earthworks, renewable energy generation/storage, new pedestrian and cycle facilities, parking and associated works”*

The proposed development comprises the creation of up to an additional 90,000 sqft (c.8,361 sqm) GIA office floorspace across three new buildings, underpinned by an overarching site-wide illustrative masterplan (enclosed).

The 'hybrid' approach enables [REDACTED] to meet short-term demand from tenants to occupy 'Building 3' (Phase 1A, circa 2021) and 'Building 4' (Phase 1B, circa 2022) through full planning permission. Meanwhile, it allows medium to longer term demand to occupy 'Building 5' (Phase 2, circa 2025+) through outline planning permission. The phasing aligns with the anticipated delivery of off-site infrastructure improvements associated with the New Town, alongside the creation of a two-storey decked car park and implementation of comprehensive masterplan improvements on-site – the details of which will be provided in a future reserved matters application.

The application has been driven by a strong sustainability vision and guided by overarching illustrative masterplan design principles and a comprehensive sustainability strategy that seeks to:

- Drive forward good, best and exemplar practice in a way that is proportionate to the scale and nature of the scheme;
- Embrace innovation;
- Consider and respond to built environment trends; and
- Use the site as an evolving blueprint for sustainability in the region: not only for future exemplar developments in Cambridgeshire, but to encourage tenancy from companies that practice, and are by virtue of the nature of their work, sustainable.

The proposals will deliver significant benefits including creation of up to 725 jobs, alongside sustainable transport measures (such as a proposed shuttle bus, new pedestrian and cycle connections, cycle parking, showers and changing facilities, car sharing and electric vehicle charging) and green credentials (including an extensive landscaping scheme, tree planting and new SuDS ponds and swales).

The application was submitted in December 2020, with amendments tabled in February 2021. The team is working hard in collaboration with officers and statutory consultees to address the comments received, with a view to determination at planning committee in June 2021.

Following the hopeful approval of the application, [REDACTED] is committed to making a start on-site as soon possible on Building 3, followed by Building 4. In terms of Building 5, a future reserve matters application will be submitted at a later date, providing details of layout, appearance and landscaping in accordance with the illustrative masterplan and site-wide sustainability, landscaping and transport strategies outlined above.

## **PREVIOUS ENGAGEMENT WITH WATERBEACH PARISH COUNCIL**

[REDACTED] considers itself to be a good neighbour and sought the early involvement of WPC prior to submitting the application. A total of two presentations were given by the CIPN project team (on 20 October and 15 December 2020) providing the opportunity for WPC to learn about and help shape the emerging proposals. As a result, improvements to the scheme were made by [REDACTED] in response to WPC's concerns, including additional new footway links, strengthening of the sustainable travel plan measures (including provision of a minibus shuttle service), incorporation of swales, a commitment to resolve drainage issues and make improvements to the bus stop and street lighting along Denny End Road.

Whilst we are disappointed that WPC has since objected to the application and upheld its concerns (regarding traffic, drainage, land contamination and street lighting and safety issues), please be rest assured that we are continuing to address as many issues as possible through the determination of the application. ■■■■ hopes to positively work with WPC in the delivery of CIPN and moving forwards in the progression of this Neighbourhood Plan.

## **General Comments on the Submitted Plan**

Overall, ■■■■ is supportive of the proposed Waterbeach Submission Draft Neighbourhood Plan and believes that WPC should be commended for preparing a well thought through and robust planning document. ■■■■ is broadly of the view that the plan as submitted meets relevant legal requirements and should proceed for independent examination.

We have reviewed the submitted plan and would like to offer the following general comments:

### **CHAPTER 4 – ‘KEY ISSUES’**

The key issues chapter flags six areas of key concern, with the key notable concern around transport including congestion on the A10 between Ely and Cambridge, traffic volume and speed through the village and impact of on street parking on local businesses and residential amenity. ■■■■ share these concerns and are approaching their proposals with the view to support sustainable transport improvements in the area.

The overarching transport objective for the proposals at CIPN is to create a development that contributes to modal shift – i.e. a move away from reliance on cars and encourage the use of more sustainable modes of transport. This is a significant modal shift that will be stimulated by a sustainability strategy, design measures and underpinned by a Travel Plan.

A ‘SWOT’ analysis provides some clear opportunities for development within the plan, including the provision of high-quality landscaping providing a soft edge to the village, provision of a much-improved cycle and pedestrian network to Cambridge, neighbouring villages and areas of employment (e.g. Research Park) and opportunities to improve public realm in areas around the village green. These opportunities have been incorporated into the CIPN proposals, which promote a clear aspiration for sustainable development.

### **CHAPTER 5 – ‘VISION AND OBJECTIVES’**

In terms of the plan’s proposed vision, we are supportive of the way it identifies Waterbeach as a great place to live and work. We are encouraged that it has a sustainable development theme running through it, identifying the need for development that complements the existing village, which is in line with national planning policy.

In our view, the objectives set out clear aspirations for the village. In particular, we are supportive of the inclusion of objective 7 which requires a balanced economy supporting a range of jobs. This aligns with the existing development at CIPN as well as the proposed enhancements, which will support enterprise of varying scales operating across a range of creative, knowledge and high technology sectors.

## CHAPTER 8 – OTHER COMMUNITY ASPIRATIONS (NON-PLANNING POLICIES)

We note that the plan includes a range of community shared aspirations which are not directly related to the development and use of land, but which provide a good indication of what the community would like to see come forward in the future. We are pleased that the proposals at CIPN align with many of these points, including improvements to bus stops on Denny End Road and connecting to the proposed greenways to Waterbeach New Town.

### Detailed Comments on Specific Policies

In addition to our more general comments, we have reviewed the proposed policies in detail. In doing so, we have been mindful of the 'basic conditions' test. That is, as required by paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 (as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004), at examination, the role of the examiner is to check that the plan meets a set of 'basic conditions'.

The 'basic conditions' are whether the Neighbourhood Plan:

- a Has regard to national policies and advice contained in guidance issued by the Secretary of State;
- b Has special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses;
- c Has special regard to the desirability of preserving or enhancing the character or appearance of any conservation area;
- d Contributes to the achievement of sustainable development;
- e Is in general conformity with the strategic policies contained in the development plan;
- f Does not breach, and is otherwise compatible with, EU obligations;
- g Meets prescribed conditions and matters.

### POLICY WAT 13 – DENNY END INDUSTRIAL ESTATE AND CAMBRIDGE INNOVATION PARK

We support the proposed inclusion of this policy within the plan which recognises the importance of CIPN as an existing employment site. We are also encouraged that it expressly supports development proposals for new employment uses at the site. In light of [REDACTED] future expansion plans, in our view, this is a positive step which is welcomed.

We also note that the policy sets out four considerations which new development is expected to comply with. Whilst we do not object to these considerations in principle, we would like to comment specifically on how the proposals at CIPN will satisfy these criteria.

#### a) A need to maintain a high-quality frontage to Denny End Road

There are a range of land uses along Denny End Road which provide a variety of active and inactive frontages along the route. The enhancement of the site frontage to Denny End Road (and the approach to Waterbeach village) proposed at CIPN will be achieved by the replacement of unsightly fencing and signage, and management of the existing tree belt to maintain the 'leafy' character of the road corridor.

#### b) Maintaining or improving residential amenity to neighbouring properties

Protecting residential amenity and outlook has been at the forefront of the design process guiding the proposals at CIPN, with building heights and the orientation of plots carefully considered in

relation to neighbouring properties. The proposed buildings will fit seamlessly into the existing site and will be read in the same context as the existing buildings, with uniformity in building height.

The nearest residential properties to the site are located at least 100m from the east of the site boundary. The proposed landscape strategy strengthens the site's eastern boundary with additional tree and hedgerow planting whilst retaining existing vegetation where possible. The strategy creates a landscape belt which ensures that the new buildings will be well screened from the public realm.

The various technical reports submitted with the application demonstrate that residential amenity will be protected throughout both the construction stage and occupation of the new development.

### **c) Utilising opportunities to improve street scene within the site itself.**

Underpinned by the illustrative site masterplan, CIPN will witness a vast improvement in terms of street scenes both within and externally to the site, mindful of the Waterbeach New Town proposals. The layout, scale and appearance of the proposals have been developed to create a high quality and attractive scheme which integrates well with the wider business park. The proposed buildings are to be sited on underutilised areas of the site including the existing car parks. Planting will screen more restrained car parking areas with tree planting forming an avenue along the arrival route to the site and will frame the view to Stirling House. Parkland and garden tree planting with seasonal interest will also be used throughout the inner site.

The preferred strategy will provide improvements to the street scene to deliver the message of the sustainability focus of the site. This includes removing and replacing existing fence and gates, improvements to pedestrian and creation of an exercise 'trim trail'. There are also proposals to incorporate public art and street furniture within the site to produce an inviting and comfortable development in which people will feel welcomed and safe using.

The proposals include new pedestrian and cycle links through the site that can in future provide a direct access from the New Town, increasing opportunities for non-motorised travel and reducing travel distances in comparison with private car trips to the site from the New Town. A new main (non-vehicular) entrance to the site from the New Town will be created at the northeast corner and priority will be given to the pedestrian and cycle experience within the site.

Landscaping in the form of woodland and hedge planting including wildflower scrub will be introduced creating a landscaped ecological mitigation area to generate biodiversity benefits. The landscape mitigation area will be designed and managed in a way to benefit wildlife, local residents and workers, introducing a variety of vegetation, habitats and publicly accessible spaces. The landscaped area will provide significant environmental benefits and boost the overall biodiversity of the local area. It also acts as a buffer between the residential area and proposed development.

In terms of the drainage strategy, swales (i.e. SuDS) will be formed in the south west and central parts of the site. The swales will serve a dual purpose as they will be banked at a suitable angle to allow employees and members of the public to sit beside the swales, effectively becoming areas of informal open space. The swales will be planted with a combination of species rich wet grassland and marginal planting, with tree planting to the peripheries

### **d) Improved non-motorised vehicular access to the site.**

CIPN is within cycling distance of the existing railway station (less than 2km, or five to 10 minutes) in the village (and a similar distance to the future relocated station within the New Town) and

walking distance to the village centre. The proposed masterplan includes new pedestrian and cycle links that permeate the site and will provide direct future access to and from the New Town. These new links will increase opportunities for non-motorised travel.

By integrating with the local pedestrian and cycle networks, and containing trips within the Waterbeach area, the proposals provide new opportunities for members of the community to live and work locally. This will help to contain trips, helping to reduce 'out commuting' to Cambridge from Waterbeach whilst intercepting trips passing the site from the A10 corridor.

Showers, lockers and changing facilities will be provided in all buildings. High-quality, covered and well-lit cycle parking facilities will also be provided in convenient locations on site, to make cycling more attractive for existing and future employees at the Waterbeach Scheme. An additional 285 cycle parking spaces are proposed on-site to compliment the 84 spaces already on offer.

### Summary

In summary, Policy WAT 13 as drafted provides clear guidance on what is expected from new development. In our view, it conforms with the requirements of the strategic policies of the Local Plan, including Policy E/16 (which protect existing employment sites) and Policy E/13 (which permits new employment development on sites adjoining or very close to the development framework of villages).

It also has regard to NPPF guidance on sustainable transport modes (paragraph 106), priority to pedestrians and cyclists (paragraph 110), promotion of effective use of land (paragraph 119) and achieving well designed places (paragraph 127). As such, the policy is in accordance with basic conditions 'a', 'd' and 'e'.

We acknowledge that as the plan advances through to referendum that it will start to gain greater weight and be capable of being a material consideration in planning terms. Whilst it is unlikely that it will be 'made' prior to the determination of the current submitted hybrid application at CIPN (ref: 20/05253/FUL), it will likely be directly relevant to any future applications submitted at the site. That said, we are already confident that the CIPN proposals satisfactorily address all the requirements of this policy as evidenced above.

### TRANSPORT POLICIES

We are supportive of the core objectives of the transport policies to create a safe, attractive and accessible cycle and footpath network providing good connections within the village, from home to workplace and key services.

In our view, the policies as drafted are line with the expectations of Local Plan Policy TI/2 (Planning for Sustainable Travel) and NPPF paragraphs 105, 106, 108 and 110, by ensuring a sustainable approach to transport in and around Waterbeach with a key focus on increasing connectivity, pedestrianisation and discouraging car travel. As such, the policies are in accordance with basic conditions 'a' and 'e'.

We support the requirement to provide greater connectivity between the existing village and employment sites such as CIPN, the New Town and recreational facilities, which underpins the sustainability aspirations of the plan as a whole. This approach is therefore compliant with basic condition 'd'.





Prioritisation of other modes of transport underpins the proposals at CIPN. We have shaped the development at CIPN on this basis, providing various links to existing pathways and potential links to the New Town. Measures to improve pedestrian safety have been incorporated, such as providing a contribution to street lighting upgrades along Denny End Road.

### **VILLAGE HEART POLICIES**

We are supportive of the core objectives of the village heart policies to enhance Waterbeach village through various measures including public realm improvements and traffic management, with the aim to create a more 'active' area. This approach is in accordance with Local Plan Policy SC/4 (Meeting Community Needs) which requires consideration of the services and facilities needed by the community to become successful areas. This will also help lead to the creation of a more sustainable community. As such, the policies are compliant with basic conditions 'd' and 'e'.

The proposals at CIPN directly encourage the creation of sustainable community through increasing footfall, connecting the site with the village and improving the site through landscaping to be used by members of the public.

### **DESIGN, CONSERVATION AND HERITAGE POLICIES**

We are supportive of the approach towards design, conservation and heritage in principle. The design led approach supported by the use of clear design principles provides guidance whilst also not being overly restrictive to prevent innovative design approaches being utilised. This approach is in conformity with Local Plan Policy HQ/1 (Design Principles). It will also help protect and enhance the natural and built environment and therefore contribute to the achievement of sustainable development. As such, the policies meet basic conditions 'd' and 'e'.

Prior to the submission of the CIPN proposals, two formal Design Enabling Panel Review meetings were held alongside detailed discussions with officers to ensure the scheme incorporates high standards of design and includes integration of measures to enable adaptation to climate risks, inclusion of renewable energies and adoption of smart technologies.

### **Conclusion**

Overall, having reviewed the plan and its policies in detail, we are of the view that the Submitted Draft Waterbeach Neighbourhood Plan passes the basic conditions test, specifically in relation to:

- National policies and guidance (basic condition 'a');
- Contribution to the achievement of sustainable development (basic condition 'd'); and
- General conformity with the strategic policies contained in the development plan (basic condition 'e').

Therefore, the plan as submitted should be considered by an examiner and proceed towards a referendum. We are also confident that [REDACTED] proposals at CIPN are wholly in accordance with the aims and objectives of the plan.

We request these representations are taken into consideration by SCDC and forwarded to the independent examiner. We also request that we are notified regarding SCDC's decision on the proposed plan and details of the examination as we may wish to attend hearing sessions in support of the plan if required.



Yours faithfully

[Redacted signature block]

[Redacted name]

Associate

[Redacted contact information]



# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	████████████████████	<b>Agent's name:</b>	Matthew Dugdale
<b>Name of organisation:</b> (if applicable)	████████████████████ ████████	<b>Name of Agent's organisation:</b> (if applicable)	WSP
<b>Address:</b>	████████████████████ ████████████████████	<b>Agent's Address:</b>	Aldermay House 10 - 15 Queen Street London
<b>Postcode:</b>	██████████	<b>Postcode:</b>	EC4N 1TX
<b>Email:</b>	████████████████████ ████████	████████	████████████████████ .com
<b>Telephone :</b>	C/O Agent	<b>Telephone :</b>	020 7337 2499
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	<ul style="list-style-type: none"><li>▪ Chapter 4 'Key Issues'</li><li>▪ Chapter 5 'Vision and objectives'</li><li>▪ Chapter 8 'Other community aspirations (on planning policies)'</li><li>▪ Policy WAT13</li><li>▪ All transport policies</li><li>▪ All village heart policies</li><li>▪ All design, conservation and heritage policies</li></ul>
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see attached letter

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised

We are of the view that the Submitted Draft Waterbeach Neighbourhood Plan passes the basic conditions test, specifically in relation to:

- National policies and guidance (basic condition 'a');
- Contribution to the achievement of sustainable development (basic condition 'd') and;
- General conformity with the strategic policies contained in the development plan (basic condition 'e').

Therefore, the plan as submitted should be considered by an examiner and proceed towards a referendum. We are also confident that [REDACTED] proposals at CIPN are wholly in accordance with the aims and objectives of the plan.

**Completed forms must be received by 5pm on 13/20 April 2021 at:**

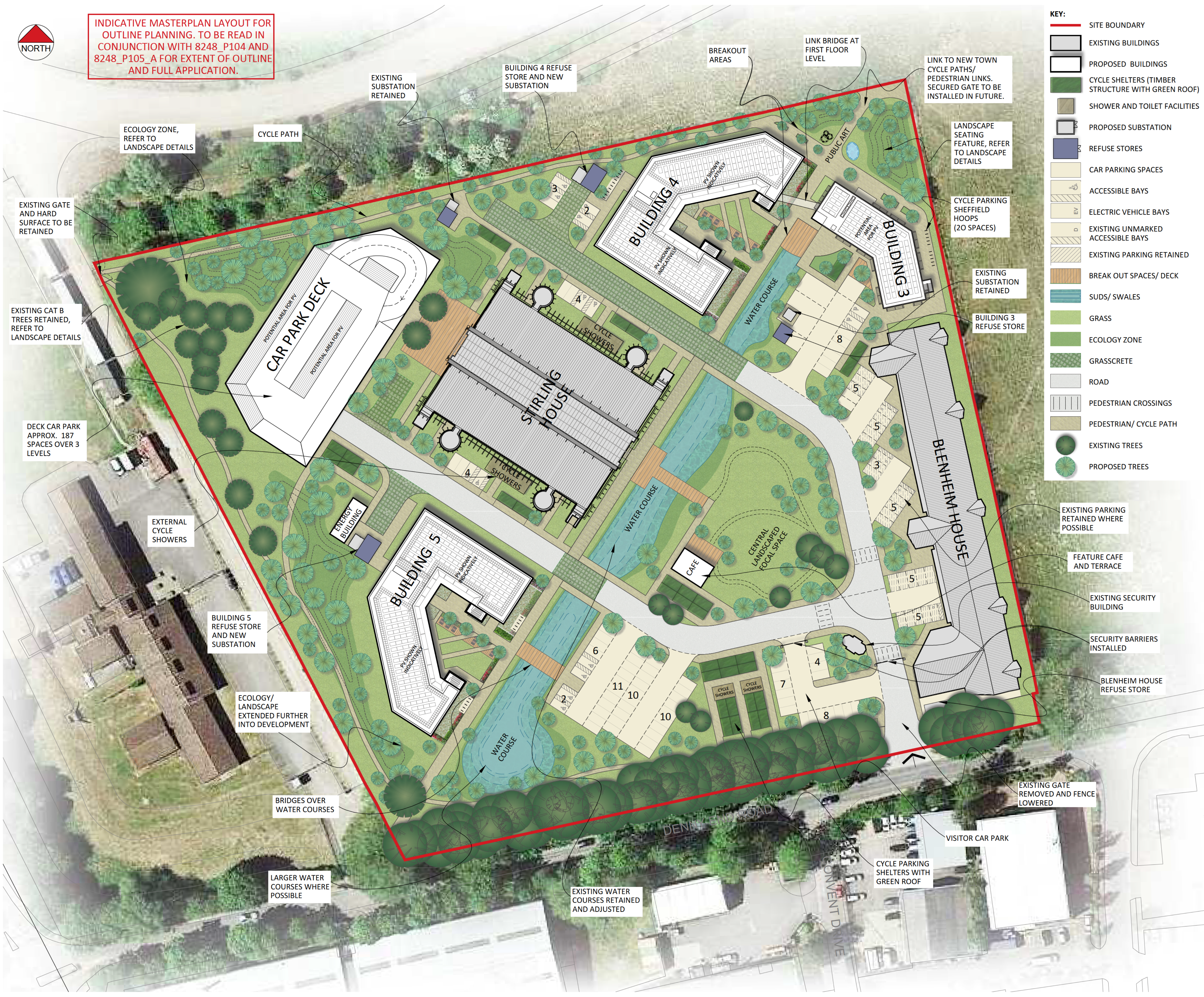
Email: [neighbourhood.planning@scams.gov.uk](mailto:neighbourhood.planning@scams.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA





INDICATIVE MASTERPLAN LAYOUT FOR OUTLINE PLANNING. TO BE READ IN CONJUNCTION WITH 8248\_P104 AND 8248\_P105\_A FOR EXTENT OF OUTLINE AND FULL APPLICATION.



- KEY:**
- SITE BOUNDARY
  - EXISTING BUILDINGS
  - PROPOSED BUILDINGS
  - CYCLE SHELTERS (TIMBER STRUCTURE WITH GREEN ROOF)
  - SHOWER AND TOILET FACILITIES
  - PROPOSED SUBSTATION
  - REFUSE STORES
  - CAR PARKING SPACES
  - ACCESSIBLE BAYS
  - ELECTRIC VEHICLE BAYS
  - EXISTING UNMARKED ACCESSIBLE BAYS
  - EXISTING PARKING RETAINED
  - BREAK OUT SPACES/ DECK
  - SUDS/ SWALES
  - GRASS
  - ECOLOGY ZONE
  - GRASSCRETE
  - ROAD
  - PEDESTRIAN CROSSINGS
  - PEDESTRIAN/ CYCLE PATH
  - EXISTING TREES
  - PROPOSED TREES

**NOTES**

This drawing to be read in accordance with the specification/Bills of Materials and related drawings.

No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.

Scale bar 100mm at 1:1

Mapping contents (c) Crown copyright and database rights 2020 Ordnance Survey 100035207

- NOTES:**
- SITE REDLINE BASED ON PDF TITLE PLAN. ACCURACY TBC.
  - EXISTING SITE INFORMATION HAS BEEN TAKEN FROM ORDINANCE SURVEY, TOPOGRAPHICAL SURVEY AND ARBORICULTURE INFORMATION PROVIDED BY OTHERS. MEASURED SURVEY NOT AVAILABLE.
  - NO STRUCTURES OR TREES ARE PROPOSED OVER UKPN/ENC EASEMENTS. ACCESS EASEMENTS MAY NEED TO BE ADJUSTED TO SUIT PROPOSED ACCESS ROUTES.
  - EXISTING UNDERGROUND UTILITIES TO BE DIVERTED AS NECESSARY TO SUIT PROPOSED LAYOUT. REFER TO DRAINAGE CONSULTANT'S DRAWINGS AND REPORTS. DETAILS OF ANY NEW PUMPING STATION ARE NOT AVAILABLE.
  - HIGHWAYS ARRANGEMENT IS SHOWN INDICATIVELY ONLY; REFER TO TRANSPORT CONSULTANT'S DRAWINGS FOR DETAILED HIGHWAYS INFORMATION. THIS LAYOUT IS SUBJECT TO FULL TRACKING. CAR AND CYCLE PARKING REQUIREMENT IS BASED ON INFORMATION PROVIDED BY THE TRANSPORT CONSULTANT. REFER TO THE TRAVEL PLAN AND TRANSPORT ASSESSMENT.
  - LANDSCAPING IS SHOWN INDICATIVELY ONLY; REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR DETAILED LANDSCAPE PROPOSALS.
  - PROPOSED FOOTPRINT FOR BUILDING 5 IS SHOWN INDICATIVELY AND SUBJECT TO DETAIL DESIGN.

Proposed Vehicular and Cycle Breakdown	
On-site Parking	108
Car Park Deck	187
<b>Total Parking Spaces</b>	<b>295</b>
EV Spaces (Blenheim House and Stirling House)	4
EV Spaces (Car Park Deck)	40
<b>Total EV Spaces</b>	<b>44</b>
Disabled Bays (Blenheim House)	5
Disabled Bays (Stirling House)	6
Disabled Bays (Building 3)	1
Disabled Bays (Building 4)	4
Disabled Bays (Building 5)	4
<b>Total Disabled Bays</b>	<b>18</b>
Cycle Bays (Blenheim House and Stirling House)	104
Cycle Bays (Building 3)	30
Cycle Bays (Building 4)	118
Cycle Bays (Building 5)	118
<b>Total Cycle Bays</b>	<b>370</b>

REV	DATE	NOTE	BY
A	04.02.21	SHOWERS, CAR AND CYCLE PARKING ADJUSTED. BUILDING 4 PLANT AREA NOT REQUIRED, THEREFORE REMOVED. MINOR LANDSCAPE UPDATES.	SD



Drawing Status: **PLANNING ISSUE**

Project: **CAMBRIDGE INNOVATION PARK NORTH MASTERPLAN**

Title: **SITE INDICATIVE MASTERPLAN**

Scale: 1:500 @A1 Date: DEC 20

Drawn: SD Checked: DF

Drawing Number: **8248\_P102** Revision: **A**

**Saunders**  
Architecture + Urban Design



68636

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Cambridgeshire Police**Date received:** 23/02/2021 via Email**Summary:**

Response highlights paragraph 127 in the National Planning Policy Framework regarding creating places that are safe.

Crime prevention should be considered as an integral part of any initial design for a proposed development. It should incorporate the principles of 'Secured by Design'. In particular to demonstrate how their development proposal has addressed the following issues, in order to design out crime to reduce the opportunities for crime

**Full text:**

Thank you for the opportunity to comment on the above document – in regards to Policy we would wish to mention:

NPPF s.12 Para 127 which states: -

Developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In regards to design and layout regarding new commercial and residential development we would wish to make the following comment:

Crime prevention should be considered as an integral part of any initial design for a proposed development. It should incorporate the principles of 'Secured by Design'. In particular to demonstrate how their development proposal has addressed the following issues, in order to design out crime to reduce the opportunities for crime:

- Natural Surveillance of public and semi-private spaces, in particular, entrances to a development, paths, play areas, open spaces and car parks.
- Defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space, so that all the spaces are clearly defined and adequately protected in terms of their use and ownership.
- Consideration for some lighting, in particular shared parking courts and footpaths.
- Design and layout of pedestrian, cycle and vehicle routes into and within the site, including how these integrate with existing patterns in the village.
- Landscaping and planting, in particular, potential hiding places and dark or secluded areas should not be created.

In practice this means that Secured by Design status for new housing developments can be achieved through careful design and the use of a limited number of through routes, so that they are well used, effectively lit and overlooked, thereby creating a safe and secure atmosphere. Developers should, at an early stage, seek advice from the Police Designing out Crime Officers at Cambridgeshire Police Headquarters on designing out crime.

Hopefully our comments will be considered.

**Attachments:** None

68672

Support

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## Waterbeach Neighbourhood Plan, Vision and objectives

**Respondent:** Ely Diocesan Board of Finance

**Agent:** Carter Jonas LLP

**Date received:** 19/04/2021 via Email

### Summary:

Support in particular objective 2 - improvements to the cycling and footpath network and objective 10 - affordable, community led and self building housing for the village.

Broadly support the other objectives too.

### Full text:

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>  
Supporting Document - <https://scambs.oc2.uk/a/sd96r>

68673

Support

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## Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies

**Respondent:** Ely Diocesan Board of Finance

**Agent:** Carter Jonas LLP

**Date received:** 19/04/2021 via Email

### Summary:

Policy WAT1

Refers to Waterbeach Greenway -Phase 1 of route passes EDBF land off Glebe Rd. Funding from GCP for this.

Phase 2 has no funding. Unclear why no development proposed in plan to support delivery of Phase 2. Promoted residential development by EDBF off Glebe Rd could support deliver of Greenway.

### Full text:

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>

Supporting Document - <https://scambs.oc2.uk/a/sd96r>

68674

Support

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies**

**Respondent:** Ely Diocesan Board of Finance

**Agent:** Carter Jonas LLP

**Date received:** 19/04/2021 via Email

**Summary:**

Policy WAT3

Promoted residential development by EDBF off Glebe Rd could support delivery of Waterbeach Greenway route between Denny End Rd and Glebe Rd.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>  
Supporting Document - <https://scambs.oc2.uk/a/sd96r>



68675

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies**

**Respondent:** Ely Diocesan Board of Finance

**Agent:** Carter Jonas LLP

**Date received:** 19/04/2021 via Email

**Summary:**

Policy WAT9

Public footpath crosses EDBF land off Glebe Rd. EDBF is promoting the land at Glebe Rd for residential development through the Greater Cambridge Local Plan process and is committed to retaining footpath through this land - The design and layout of the promoted development will respect and enhance public footpath.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>

Supporting Document - <https://scambs.oc2.uk/a/sd96r>

68678

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Ely Diocesan Board of Finance**Agent:** Carter Jonas LLP**Date received:** 19/04/2021 via Email**Summary:**

Policy WAT18

EDBF object to the designation of the Glebe Rd allotments as protected open space. Land is within Green Belt and therefore protected from inappropriate development by Local Plan Policy S/4. Land is outside of the development framework and therefore only countryside uses appropriate.

Policy SC/8 in Local Plan protects allotments. WAT18 is duplicating and being more restrictive.

Request that Policy WAT18 is deleted and that all references that identify Glebe Road Allotments as important open space including Map 6.12 are also deleted.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>Supporting Document - <https://scambs.oc2.uk/a/sd96r>

68679

Comment

**Waterbeach Neighbourhood Plan, Planning Policies - Housing****Respondent:** Ely Diocesan Board of Finance**Agent:** Carter Jonas LLP**Date received:** 19/04/2021 via Email**Summary:**

Housing policies

EDBF supports WAT21 and WAT22.

EDBF supports aspiration of Waterbeach CLT to deliver more affordable housing for those with a local connection.

Request that support is given in Section 6 of Plan for the release of land off Glebe Road from the Green Belt to enable a Waterbeach CLT scheme for affordable housing, self build plots and market housing to be delivered within the village in the near future.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95q>Supporting Document - <https://scambs.oc2.uk/a/sd96r>

One Station Square  
Cambridge  
CB1 2GA

T: 01223 368771  
F: 01223 346627

Your ref:  
Our ref: 6503723v1

Greater Cambridge Shared Planning Policy Team  
South Cambridgeshire District Council,  
Cambourne Business Park,  
Cambourne,  
Cambridge, CB23 6EA

Sent by e-mail only to  
[neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

19th April 2021

Dear Sir/Madam,

## **WATERBEACH NEIGHBOURHOOD PLAN REG.16 SUBMISSION CONSULTATION – RESPONSE BY ELY DIOCESAN BOARD OF FINANCE**

We are instructed by Ely Diocesan Board of Finance (EDBF) to respond to the Submission Version Reg.16 Waterbeach Neighbourhood Plan (Submission WNP). EDBF owns land off Glebe Road in Waterbeach, which is shown on the enclosed site location plan. EDBF has promoted this site for residential development, including the re-provision of allotments, through the emerging Greater Cambridge Local Plan process. The site would be directly affected by the proposed important open space designation of the Glebe Road Allotments site, but a promoted development at the site could deliver walking and cycling improvements associated with the proposed Waterbeach Greenway and could deliver additional housing and affordable housing including by Waterbeach Community Land Trust (CLT).

In February 2021, the Archbishop of Canterbury published 'Coming Home: Tackling the Housing Crisis Together', which set out the Church of England's vision to address current housing issues. The vision is based on five core values, which is that good housing should be sustainable, safe, stable, sociable and satisfying. In summary, the report recommends that the Church of England commits to using its land assets to promote more truly affordable housing. EDBF will take forward the recommendations in the report so that land and buildings it owns can be used for social, environmental and economic benefits. It is for this reason that EDBF has suggested in these representations that land off Glebe Road could be used in part for affordable housing to be delivered in conjunction with Waterbeach CLT.

The land owned by EDBF off Glebe Road has been promoted for through the call for sites process of the emerging Greater Cambridge Local Plan for residential accommodation including affordable housing and self-build/custom-build plots, with open space and landscaping, and improvements to site access. The site is located within the Green Belt. EDBF is requesting the site is released from the Green Belt through the Greater Cambridge Local Plan process. It is requested that support is given for the release of the site from the Green Belt in Submission WNP, so that in the future Waterbeach CLT could deliver affordable housing for local residents and Greater Cambridge Partnership could deliver the Waterbeach Greenway to improve walking and cycling infrastructure through the village.

### **Basic Conditions for Submission WNP**

In due course Submission WNP will be examined by an Independent Examiner. The examination for a neighbourhood plan considers whether specific basic conditions, as defined in Paragraph 8(2) of Schedule

4B of the Town and Country Planning Act 1990, have been met. The basic conditions relating to national policies and advice (a), sustainable development (d) and conformity with strategic policies (e) are relevant to these representations.

### **Adopted South Cambridgeshire Local Plan 2018**

The adopted South Cambridgeshire Local Plan 2018 contains a number of strategic policies that relate directly to matters covered in policies of Submission WNP. The strategic policies relevant to these representations are as follows:

- S/4: Cambridge Green Belt
- S/7: Development Frameworks
- S/13: Review of the Local Plan
- SC/8: Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards

In summary, the Green Belt and the Development Framework boundaries in the adopted Local Plan limit the extent of development around Waterbeach, and will restrict the possibility of any major new development coming forward in the future other than at the existing strategic allocation of Waterbeach New Town. The existing allotments off Glebe Road are already protected by a policy in the adopted Local Plan, and it is not necessary to duplicate policies or impose a more restrictive approach in policy.

### **Emerging Greater Cambridge Local Plan**

In Policy S/13 of the adopted Local Plan the Councils committed to undertake an early review, including to address matters related to housing need. A call for sites exercise and issues and options consultation for the emerging Greater Cambridge Local Plan has been completed. The issues and options consultation for the Greater Cambridge Local Plan asked questions about objectively assessed housing needs, future economic growth, the Green Belt including whether land should be released to meet development needs, growth at villages including Waterbeach, and existing adopted policies. It is the emerging Greater Cambridge Local Plan process that will deal with these strategic matters, including whether the technical evidence and assessment of options against sustainability objectives indicates that additional development should be directed to Waterbeach. It is considered that Waterbeach is a sustainable location for additional development, and that land should be released from the Green Belt to meet housing and affordable housing needs.

### **Representations to Submission WNP**

#### **Neighbourhood Plan Themes and Objectives**

The Themes and Objectives for Submission WNP seeks to support affordable, community-led and self-building housing for the village (Objective 10), and also supports improvements to the cycling and footpath network (Objective 2). EDBF supports these two objectives in particular, and broadly supports the other stated objectives. It is considered that the housing related objectives may not be met because there is no certainty that community land trust housing or self-build housing will be provided within Waterbeach New Town and no sites for such housing are allocated in Submission WNP. It is for this reason that EDBF is offering land off Glebe Road to assist Waterbeach CLT to provide affordable housing for local residents on part of the site. In order to deliver affordable, community-led and self-building housing for the village it is suggested that Submission WNP includes support for the allocation of sites that would provide such housing, including land off Glebe Road. It is noted that Submission WNP supports the principle of the Waterbeach Greenway project to improve routes for walking, cycling and equestrian use. The route for Waterbeach Greenway passes through EDBF's land off Glebe Road. It is considered that the Greenway route between Denny End Road and Glebe Road could be delivered in conjunction with development at the land off Glebe Road owned by EDBF, which would support the objective to improve the cycling and footpath network in the village.

Policy WAT1: Improving Connectivity

Policy WAT1 seeks to improve connectivity within the village, and this is supported. The supporting text to Policy WAT1 refers to the Waterbeach Greenway; Phase 2 of the Greenway seeks to connect Denny End Road and Glebe Road, with a route that passes through EDBF land off Glebe Road. It is noted that the Greater Cambridge Partnership has approved funding for Phase 1 of the Greenway project, which is expected to cover route design, statutory processes, and land procurement; past experience shows that the cost of transport infrastructure projects are typically higher than originally predicted and additional funding is required. There is no approved funding in place to deliver Phase 2 of the Greenway, including for the walking and cycling improvements on the proposed route between Denny End Road and Glebe Road. Item No.2 of Policy WAT1 refers to planning obligations as a means to improve walking and cycling infrastructure in the village. The two developments forming Waterbeach New Town would provide planning obligations to support Phase 1 of the Waterbeach Greenway project, as part of the transport mitigation strategy for these developments. Submission WNP makes no allocations for any types of development that could deliver planning obligations to support future walking and cycling improvements. It is unclear what, if any, funding might be available to support the delivery of Phase 2 of Waterbeach Greenway. It is considered that Phase 2 of Waterbeach Greenway and other future walking and cycling improvement projects in the village would not be delivered without additional development. The promoted residential development by EDBF off Glebe Road could support the delivery of the Waterbeach Greenway route between Denny End Road and Glebe Road in the future. The delivery of sustainable modes of transport with development is consistent with the recommendations in the Coming Home Report.

Policy WAT3: A Walkable Village and Walkable Neighbourhoods

Policy WAT3 seeks to support improvements to pedestrian routes and connections, and this is supported. It is acknowledged that the proposed Waterbeach New Town will deliver new pedestrian routes and improvements to the existing pedestrian network that are directly related to this development. As set out above, funding is available for Phase 1 of the Waterbeach Greenway project, which will deliver improvements to the walking and cycling network along that route. Phase 2 of the Waterbeach Greenway project includes a new walking and cycling connection between Denny End Road and Glebe Road, but there is no funding available to support this connection and no development identified that could support its delivery through planning obligations. The promoted residential development by EDBF off Glebe Road could support the delivery of the Waterbeach Greenway route between Denny End Road and Glebe Road in the future, and support the delivery of the aspirations of Policy WAT3 to improve pedestrian connections within the village. The delivery of improvements to pedestrian connections with development is consistent with the recommendations in the Coming Home Report.

Policy WAT9: Protecting and Enhancing PROW Network and Bridleways

Policy WAT9 seeks to protect and enhance the existing PROW network in Waterbeach, including public footpaths. There is a public footpath that crosses the EDBF land off Glebe Road – Footpath No. 247/1. EDBF is promoting the land off Glebe Road through the Greater Cambridge Local Plan process for residential development including affordable housing and self-build/custom-build plots and open space and landscaping. EDBF is committed to retaining a public footpath through the land off Glebe Road within the promoted development, and that the design and layout of the promoted development will respect and enhance the public footpath. The design and layout of the promoted development would be consistent with Policy WAT9.

Policy WAT18: Protected Open Space in Waterbeach

Policy WAT18 identifies a list of important open spaces within Waterbeach that are to be protected. The list includes Glebe Road Allotments, which are on land owned by EDBF. EDBF object to the designation of this land as protected open space. The land off Glebe Road is located within the Green Belt, and as such is already protected from inappropriate development by Policy S/4 of the adopted South Cambridgeshire Local

Plan 2018 and by national guidance contained in Section 13 of the NPPF. Policy S/7 of the adopted Local Plan defines development framework boundaries to identify areas within settlements and in the countryside. The land off Glebe Road is located outside the development framework for Waterbeach, and as such development is restricted to uses that are appropriate to countryside locations.

More importantly, Policy SC/8 of the adopted Local Plan already adequately protects existing allotments and sets out the circumstances where loss or replacement may be permitted. Policy SC/8 states:

*“Policy SC/8: Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards*

*Planning Permission will not be granted for proposals resulting in the loss of land or buildings providing for recreational use, playing fields or for the loss of allotments or community orchards except where:*

- a. They would be replaced by an area of equivalent or better quantity and quality and in a suitable location; or*
- b. The proposed development includes provision of open space, or sports and recreation facilities of sufficient benefit to outweigh the loss; or*
- c. An excess of provision in quantitative and qualitative terms is clearly demonstrated in all the functions played by the land or buildings to be lost, taking into account potential future demand and in consultation with local people and users;*
- d. Where replacement open space is to be provided in an alternative location, the replacement site / facility must be fully available for use before the area of open space to be lost can be redeveloped.”*

Policy WAT18 also seeks to protect allotments but is more restrictive than Policy SC/8 in terms of the circumstances where loss or replacement would be allowed. Section 3 of the NPPF provides guidance on plan-making, including for neighbourhood plans. Criteria (f) of Paragraph 16 states that plans *should “serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant)”*. It is considered that Policy WAT18 serves no purpose in terms of protecting allotments because it duplicates Policy SC/8 of the adopted Local Plan, and it is inconsistent with Policy SC/8 in terms of the loss or replacement of allotments. Therefore, Policy WAT18 is not consistent with national guidance and so does not meet Basic Condition (a) and is not in general conformity with strategic policies in the development plan and so does not meet Basic Condition (e).

**It is requested that Policy WAT18 is deleted, and that all references that identify Glebe Road Allotments as an important open space including Map 6.12 are also deleted.**

#### Section 6: Housing Policies

Policy WAT21 (Housing Mix) sets out the preferred housing mix for developments at Waterbeach New Town and elsewhere within the village. Policy WAT22 (Rural Exception Site Affordable Housing in Waterbeach) sets out the approach for the delivery of rural exception affordable housing in Waterbeach, and the supporting text to the policy refers to the work of Waterbeach CLT to bring forward affordable housing developments for those with a local connection. Policy WAT23 (Allocation of Affordable Housing at Waterbeach New Town) sets out the preferred approach towards the allocation of affordable dwellings at Waterbeach New Town to those with a local connection.

As set out in the Introduction to these representations, the Coming Home Report supports the delivery of affordable housing to meet the Church of England’s vision for housing. As such, EDBF supports the principles contained in Policies WAT21 and WAT22 to provide the mix, size and type of housing to meet local needs, including affordable housing. EDBF supports the aspiration of Waterbeach CLT to deliver more affordable housing for those with a local connection. The expectation that the Waterbeach New Town would deliver affordable housing for local residents, affordable housing for those with a local connection through a Waterbeach CLT scheme, and self-build housing is acknowledged. However, it is noted that the initial phases of the New Town is not required to provide any affordable housing, the development is intended to



provide for district-wide affordable housing needs and not just those with a local connection, it is not clear when Waterbeach CLT will have the opportunity to take on land within the development to deliver affordable housing for those with a local connection, and it is not clear when self-build plots will be available. It is very likely that it will take years for affordable housing, affordable housing for those with a local connection, and self-build plots to be provided at Waterbeach New Town. It is for this reason that EDBF suggests that land off Glebe Road could be used in part for a Waterbeach CLT scheme for affordable housing, and also the delivery of self-build plots and market housing. This outcome would meet the aspirations of Waterbeach CLT, and for EDBF it would be consistent with the recommendations in the Coming Home Report.

The land off Glebe Road will need to be released from the Green Belt through the Greater Cambridge Local Plan process before the promoted development by EDBF could be delivered. It is considered that development at the site would have no adverse impact on the compactness or setting of Cambridge and it would not lead to the merging of villages, and as such, the site makes a limited contribution to the purpose of including land within the Green Belt. The site is accessible to the good range of services and facilities provided in Waterbeach village. The site will be on the route of the proposed Waterbeach Greenway, which will provide cycle connections to Waterbeach New Town and to Cambridge in the near future.

**It is requested that support is given in Section 6 of Submission WNP for the release of land off Glebe Road from the Green Belt, to enable a Waterbeach CLT scheme for affordable housing, self-build plots, and market housing to be delivered within the village in the near future.**

We would be happy to meet with you, the Neighbourhood Plan Group and Waterbeach CLT to explore how the land off Glebe Road could be brought forward for the promoted development.

Can you please add my contact details to the consultation database for WNP, and keep me informed of progress with the document and the examination? Please let me know if you have any questions about the above response or require further information.

Yours faithfully

[Redacted signature]

**Brian Flynn MRTPI**  
Associate

E: [Redacted]

T: [Redacted]

Enc Site Location Plan – Land off Glebe Road, Waterbeach

Cc [Redacted], EDBF



Map Centre 549,288 265,363

0 0.025 0.05 0.075  
km



13.23 Acre (5.35 Ha)

Allotment Gardens

**Carter Jonas**

Two Snow Hill, Birmingham, B4 6GA  
T: 0121 794 6250  
carterjonas.co.uk

Client: **C1001803**

Project: **J1078709**

Title: **Waterbeach Glebe - Land off Glebe Road**

Scale: 1:2500 @A4

Drawn by: **CP**

Date: 20 Mar 2019

68719

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Mrs Anne Felvus

**Date received:** 26/04/2021 via Paper

**Summary:**

■ Comments and questions about the neighbourhood plan covering all issues.

**Full text:**

■ -

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd97c>

Planning Policy Team

South Cambridgeshire District Council

Cambourne Business Park

Cambourne

Cambridge

CB236EA

Waterbeach Neighbourhood Plan – Comments and Questions about the Plan April 2021

The plan contains a lot of public relations phrases that are unquantifiable and mean nothing. Such as in 6.13.1 also recommendations that are quickly proved unenforceable or outside the scope of the N.D.P. remit, so nothing will be done. Example WPD16.

Who are the Stakeholders? Are they developers, layers of Government, investors, funding agencies, or lobbyists?

No “green” requirements seem to be included, such as insisting on the use of solar panel and grey water use in the new developments.

Also no mention of sewage and run off water from the new town. How is Waterbeach going to cope with it, or will we just be swamped by it?

Key Issues

Issue 3

House prices in Waterbeach have been inflated compared to other local villages due to houses being marketed as “good access to Cambridge/ London, mainline station.

Local Bus services have been reduced.

Issue 4

Nowhere for short term parking for shops. During “Lockdown”, when most cars would have been at home, fewer cars were parked around the Green and Gault area than when everyone is going to work. We have needed residence only and short term parking measures for a long time.

## Issue 5

New Towns have problems – as evidenced by Haverhill, Stevenage, Livingston and others. No local connection for most of the new residence. More properties are bought for profit rather than as family homes. It is misleading to title it as development of the former Army Barracks. The new town will cover a much larger area. Only a small part of it a brown field site. Most of it is in fact prime agricultural land. This country needs to keep as much of its good farmland as possible to reduce our dependence on imports especially from countries that do not meet our high quality farming and production standards.

## Issue 6

Potential relocation of Waterbeach Railway Station to the new town. The N.D.P. treat this move as a forgone conclusion. So why pretend that the consultation has any bearing on the move.

## 5 Neighbourhood Plan Vision

What a load of hot air. So far the most recent developments between the Barracks and Bannold Road have proved to be overbearing and the extra traffic has overwhelmed Way Land and the High Street. The extra buildings have increased flooding of local land. The existing village roads have not been repaired from the damage due to the construction of the new housing estates. Why should existing residents have to put up with all the inconvenience and reduction of services. The extra population has spoiled the local open spaces and walks by their sheer numbers, especially during “lockdown”. The amount of litter, dog s that has not been cleared up, also bags of dog s disposed of in bags in hedges and gateways has increased.

So can we expect that all the rest of the new developments and new town will be in anyway sympathetic to the village.

The vision and objectives are either unquantifiable or cannot be implemented. The existing pavements need improving and the roads need repairing and have for a long time. Is it now a priority due to the new development? . Did it not matter before? If it did matter, then why was nothing done?

## 6 Planning Policies

6.1.1 So what is being done to make the A10 better. Not everyone can or wants to walk or cycle. Lack of buses make cars the only option for some people.

Traffic will still be held up at all the level crossings even if trains no longer stop at what is now the Station.

### 6.1.6

Why encourage priority route for cyclists along Station Road to the River Cam cycle path when the N.D.P. moan that this cycle path is narrow and poorly maintained or a direct route. The Tow Path

along the river was not created as a commuter route. If this existing cycle path has not been maintained I doubt that any new ones will be either. The cycle path from Hornigsea to Fen Ditton is not used by a lot of the “lycra” cyclists who still use the road.

Way Lane is no longer a quiet road due to all the extra traffic from Cody Road, the old Married Quarters and the other new housing estates off Bannold Road. Why no planning to link all these estates to each other so the traffic could use Denny End as their main entry and exit road to the A10 and A14?

You can walk to Wicken Fen already, the National Trust and Cycling lobby seem to have a very strong influence on the plan.

#### 6.1.8

Waterbeach to Research Park. Of course the route should be through the new town.

#### 6.2

Route from Waterbeach village railway Station to relocated New Town Station

Why is one needed. The people who moved to Waterbeach especially to be walking distance of the station, Lode Avenue, Whitmore Way and Station Road will not want to walk or cycle further to the new station. Others in the village will have no need to access station road to get to the new station as they would be going out of their way.

Will the New Town Station provide parking for ?. Or will they have to park on the residential roads near the new station?

How does removing the station from the village “encourage the use of sustainable modes of travel”?

Will the Park and Ride be in the New Town near the A10 – so Waterbeach residence can also easily use it?

Is the A10 getting a segregated Bus link to Cambridge, but no other improvements?

So more urbanisation of the Green Belt to facilitate more commuters. 5m route is not very green is it.

Who is financing the purchase of the land for the route?

Will it be screened from the gardens and fields it goes through? It will need to be so that all the rubbish, dog ████ bags etc. Remain on the route and not next to it.

What will prevent the route users straying off the route onto private land and the railway line?

Who will finance and carry out the maintenance of it? If at all?

As existing paths such as 247/1 (6.97) has been “poorly maintained” who is responsible for this?

If so many cyclists need the Greenway from the Newtown to Cambridge, no need for them to have our station.

A free minibus link would be more realistic if it ran every 15 minutes. The cycling lobby is being put before people with children, mobility issues, the elderly, the need to carry shopping or any other reason that makes a car or bus the more realistic choice.

If the pavements in the village were improved and maintained it would be a benefit for everyone and a better use of money than destroying green belt and making more pathways to be maintained. Improve what you have instead of being content with uneven, too narrow pavements. Passing train passengers might even use the village shops on their way past.

The mitigation to station users will be at a cost to home and landowners whose property will be used for the route.

Previously when the Greenway was proposed the route was going to be on the land owned by the railway, which was not very convincing then, even less so now. The expense of the civil engineering on an embankment and drainage ditch makes it seem unlikely and the closeness to the track will make it dangerous.

There are already foot paths 247/13, 247/20, 247/21 that link to the tow path along the river to Cambridge.

How is the Greenway financed. What makes it such a popular idea with the N.D.P.?

Why is the other intended Greenway from Denny End to Car Dyke not mentioned in this plan? Is it because it has already been given the go ahead? So there is no need for the pretence of a consultation?

**Policy WAT2 shows that the decision has already been made.**

6.3.1 , 6.3.2

Traffic volume and inadequate pavements have been made worse by the recent developments off Cody Road and Bannold Road. Who was responsible for the go ahead of these developments? The same people who have published this N.D.P.? Waterbeach as a village should not have segregated routes.

6.3.3

When the station moves to the new town, they can use the other substandard footpaths like everyone else.

6.3.6

So why were these design principles not used to connect all the new estate by paths?

#### 6.4.2.

Could traffic from the A10 be encouraged to use just the Car Dyke junction and Station Road to connect to Horninsea etc?

#### 6.4.3

All the roads would be safer if the adults dropping children off at school did not double park all around the school area of the village. Have a one way system to drive into the school grounds, drop off there and then leave. The delivery of the children is causing the problem, get the school to help solve it.

#### 6.4.4

Narrowing the road is not necessary due to all the double parking by parents. The residence of Way Lane should not have more difficulty using their road. The school run should not overshadow the rest of the villagers needs.

#### 6.5.2

How unrealistic. This will encourage parking on surrounding roads and cause congestion and inconvenience all at no extra cost to Urban & Civic.

#### 6.6.3

If St Andrew's Hill is made narrower, will cars still be allowed to park there? Making it even more dangerous. The junction was much easier to use, with fewer parked cars during "lockdown". Suggesting usually parkers avoiding paying for the station car park use these roads.

#### 6.6.6

Denny End / High Street/ Bannold Road. Just stop road parking on the junction and the bends after it on Bannold Road/High Street. Speed indicator signs might also help.

Station Road, less footfall when we loose the station.

Way Lane the problems existed before the new developments. Why was it not addressed before? Why was it not considered before the development was given the go ahead?

It seems the bigger the development the easier it is for the developer to do what they want and no one in planning does anything to foresee the problems it will cause in the surrounding area.

Way Lane, the problems we now have should easily have been anticipated before the developments in the north of the village. So why did the planners give the development the go ahead and not make any provision for the consequences of increased population and traffic? Linking the estates and exiting them via Cody Road, with no left turn into Bannold Road to Way Lane, or out through the main Barracks gate onto Denny end?

#### 6.7.3

No wonder we have so much commuter mentality with the new population.

Shuttle bus services between the current and relocated station would be a sensible idea. It would also be useful from other parts of the village to the new town facilities. Would the train shuttle bus be guaranteed, or just to start with as public relations exercise? Who would pay for it and where would the bus stop be located so it was safe and not a traffic hazard? Presumably with no income from commuter parking the existing car park by the station will be closed.

#### 6.8.6

So why did nothing similar apply to the recent large developments – no mitigating measures were put in place. Are the same planning authorities responsible for that and this document?

#### 6.9

Please make sure the new town has a Country Park for all the people who expect the countryside to be dry, clean, level and sanitised. The ones who moan about mud, ruts and stray off the paths to avoid getting dirty so eroding the surrounding area as well as the footpaths. Talk so loudly on phones or to others in their group that any wildlife is drowned out or scared off.

#### 6.11

Village heart should run from the Brewery Taps to St. John's Church, Recreation Ground and the Beach Social Club.

#### 6.11.6

Waterbeach Parish Council and S.C.D.C could not even be bothered to clean up Fly Tipping during the "Lockdown". They have a very destructive idea about cemetery maintenance, and Public Foot Path care is minimal. They will not be able to look after any extra paths or street scene improvements.

#### 6.12.1

Were any development contributions sought and paid by any of the developers between Bannold Road and the Married Quarters? If they were, how were they spent? Not on repairs to the roads and pavements wrecked by the developments.

#### 6.13.1

Good sentiment, but how can you enforce local residence employment restrictions – without making some homes tied to the employer?6.14.9

Cafe spilling out onto pavement is a very urban idea. A tea room with a garden would be more in keeping with a village.

#### 6.14.12

No longer rural due the over development. Any insistence, on green building such as solar panels and use of grey water?



#### 6.14.14

Are any of the structures such as Hangers, Water Tank Towers, Blast Shield Walls being retained as part of the airfield history?

WDP10 – Sad lack of it in new estates

WDP11 – The new town will mean Waterbeach is no longer rural.

#### 6.15.5

1. WDP10 States “All” in all locations

6. Off road parking as well as front and rear gardens.

#### 6.16.2

It was better when the open fields and ditches started at Cody Road, not, Bannold Drove and we had more of the old Oak trees.

#### 6.19.2

This demonstrates poor planning procedure – who got the cickbacks for increasing profit by reducing the green space and increasing the amount of saleable units per acre? The drainage basins don't seem to be efficient as Bannold Road and surrounding drains still get flooded by the run off water.

#### 6.20.1

“Benefits of, the development in that location clearly outweigh the loss” TO WHO?

Who are the Stakeholders?

#### 6.21

Are any “green” building restrictions or demands such as solar panel or the use of grey water being implemented?

#### 6.21.1

You can build the houses to get to the government required numbers, but how is the jobs figure arrived at? Is there already a large new employer committed to location in the area, are the council going to employ more people in the new town? Are there incentives for more employers to relocate here? If there are incentives for new employment is there anything to encourage existing employers to say or expand?

#### 6.21.2

New Towns create their own problems as shown by Haverhill. The population is mainly Cambridge / London overspill. They inflate the prices and tend to be transient, moving to follow jobs. The new Towns soon become shabby and unattractive as they do not live up to the designers and developers P.R. glossy image. They swamp and kill the local and rural nature of the area they are dumped in.

#### 6.21.2/3

The number of new homes will only keep going up.

#### 6.21.10

Due to the large housing stock of married quarters all becoming available at the same time, when the Army / MOD moved out. Lots of properties were bought as buy to lets by investors. So now most of the inhabitants work outside the village. The army worked on the barracks. No wonder we have a lot more traffic.

#### 6.21.14

I guess it will always be adjusted down on grounds of development viability. So Urban & Civic and the others make more profit and build more units. Is anything in place to keep the housing stock as low cost on resale?

#### 6.21.16

Any restrictions on resale?

#### 6.22.6

But in 6.21.14 it was reduced to 30% and that was for an application of 6500 units. Smaller developments are being penalised but massive ones are being appeased. Why? And by Who?

#### 6.22.8

They would stand more of a chance of being met if the 40% was insisted on in all phases of the new town.

#### 6.22.9

“Support in principle” what about in practice. Another get out phrase.

#### 6.23.1

Allocation of affordable housing, the largest element should be to the parish residence.

#### 6.23.7

Another get out phrase, uncertainty. It is most likely that the 40% will be reduced. The % figure costs nothing on paper. It is striking that uncertainty and viability are used when talking about recommendations for the new town, Urban & Civic and others. However implementation of cycle routes through numerous privately owned plots of land can be safeguarded, as they belong to existing

village residence and are apparently of no consequence. Or is it that the N.D.P. is only following planning decisions that benefit themselves in some way?

6.23.9

After 5 years does it all just go back to market forces? Is there any way of imposing restrictions on the number of buy to let/investors for the housing stock?

WAT23

Good, but will it be enforced?

7.1.3

Will the monitoring lead to any action if needed?

8.1.2

Who will the consultant be? Will they be identified to the population of Waterbeach?

8.1.3

Who is monitoring how the Parish Council is spending the S106 contributions.

8.1.9

Why no mention of the Greenway from Denny End to Car Dyke through allotments, homes and private land?

I know this has all been a waste of time, as the decisions have already been made and the consultation is just window dressing. However I would like someone to grow a backbone and answer my questions in writing. Even if it just to prove that my input has been read.

[REDACTED]

[REDACTED]

68638

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Jackie Flitney**Date received:** 16/03/2021 via Email**Summary:**

With the high volume of traffic on the A10 and it being a link road at peak hours and continuing throughout the day, how can further development even be considered before safety in waterbeach? As a clinician, the number of accidents is already extremely high, and already over the past twelve months there have been four deaths locally, through serious accidents on this stretch of road, and many minor accidents that go unreported. It is absolutely devastating that concerns raised have been responded to as a non priority, and as to such maybe we need to start looking at priority rather than money making, unworkable, slums.

Why move a railway from the centre of our village after just spending millions extending the platform and inconveniencing village people for your new development who walk to the station to get to work, and have done for many years?

The volume of traffic will increase in the village to it's already gone bursting capacity and local services that can already not cope!

Our wildlife is being pushed out if it's natural habitat into more built up areas of the village!

Why should decent people, born here, moved here for a village life, to be near the amenities they want, make way for proposals that totally spoil a rural habitat and change their way of living, for those who have no idea of the impact and safety of others.

**Full text:**

With the high volume of traffic on the A10 and it being a link road at peak hours and continuing throughout the day, how can further development even be considered before safety in waterbeach? As a clinician, the number of accidents is already extremely high, and already over the past twelve months there have been four deaths locally, through serious accidents on this stretch of road, and many minor accidents that go unreported. It is absolutely devastating that concerns raised have been responded to as a non priority, and as to such maybe we need to start looking at priority rather than money making, unworkable, slums.

Why move a railway from the centre of our village after just spending millions extending the platform and inconveniencing village people for your new development who walk to the station to get to work, and have done for many years?

The volume of traffic will increase in the village to it's already gone bursting capacity and local services that can already not cope!

Our wildlife is being pushed out if it's natural habitat into more built up areas of the village!

Why should decent people, born here, moved here for a village life, to be near the amenities they want, make way for proposals that totally spoil a rural habitat and change their way of living, for those who have no idea of the impact and safety of others.

**Attachments:** None

68635

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Forestry Commission England**Date received:** 15/02/2021 via Email**Summary:**

Key general points provided about existing trees in the community ; ancient woodland; deforestation; and woodland creation.

Forestry Commission does not have the resources to respond to individual neighbourhood plans

**Full text:**

Thank you for inviting the Forestry Commission to respond to the consultation on the Waterbeach Neighbourhood Plan. Unfortunately we do not have the resources to respond to individual neighbourhood plans but we have some key points to make relevant to all neighbourhood plans:

Forestry Commission and Neighbourhood Planning

Existing trees in your community

The Forestry Commission would like to encourage communities to review the trees and woodlands in their neighbourhood and consider whether they are sufficiently diverse in age and species to prove resilient in the face of tree pests and diseases or climate change. For example, if you have a high proportion of Ash, you are likely to see the majority suffering from Ash Dieback. Some communities are proactively planting different species straight away, to mitigate the effect of losing the Ash; you can find out more here. Alternatively, if you have a high proportion of Beech, you may find they suffer particularly from drought or flood stress as the climate becomes more extreme. There are resources available to help you get ideas for other species you can plant to diversify your tree stock and make it more resilient.

Ancient Woodland

If you have ancient woodland within or adjacent to your boundary it is important that it is considered within your plan. Ancient woodlands are irreplaceable, they have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies equally to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS). It is Government policy to refuse development that will result in the loss or deterioration of irreplaceable habitats including ancient woodland, unless "there are wholly exceptional reasons and a suitable compensation strategy exists" (National Planning Policy Framework paragraph 175).

The Forestry Commission has prepared joint standing advice with Natural England on ancient woodland and veteran trees. This advice is a material consideration for planning decisions across England and can also be a useful starting point for policy considerations.

The Standing Advice explains the definition of ancient woodland, its importance, ways to identify it and the policies that relevant to it. It provides advice on how to protect ancient woodland when dealing with planning applications that may affect ancient woodland. It also considers ancient wood-pasture and veteran trees. It will provides links to Natural England's Ancient Woodland Inventory and assessment guides as well as other tools to assist you in assessing potential impacts.

Deforestation

The overarching policy for the sustainable management of forests, woodland and trees in England is a presumption against deforestation.

Woodland Creation

The UK is committed in law to net zero emissions by 2050. Tree planting is recognised as contributing to efforts to tackle the biodiversity and climate emergencies we are currently facing. Neighbourhood plans are a useful mechanism for promoting tree planting close to people so that the cultural and health benefits of trees can be enjoyed alongside their broader environmental benefits. Any planting considered by the plan should require healthy resilient tree stock to minimise the risk of pests and diseases and maximise its climate change resilience, a robust management plan should also be put in place.

**Attachments:** None

68689

Object

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Ms Kate Grant

**Date received:** 20/04/2021 via Email

**Summary:**

Overall the NP fails to start with a current (2021) picture of the village, significant building and planning application approvals have dramatically altered the outlook for development until 2031. Clearly the delay for Covid issues has not helped but the NP does not reflect the current situation and address the emerging development already planned to 203, this minimises its benefit. It also does not adequately cover areas such as Chittering, Long Drove, etc which need specific policies.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambbs.oc2.uk/a/sd967>

# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	
<b>Name of organisation:</b> (if applicable)		<b>Name of Agent's organisation:</b> (if applicable)	
<b>Address:</b>	██████████ ██████████	<b>Agent's Address:</b>	
<b>Postcode:</b>	██████████	<b>██████████:</b>	
<b>Email:</b>	██████████	<b>Email:</b>	
<b>Telephone:</b>	██████████	<b>Telephone:</b>	
<b>Signature:</b>		<b>Date:</b>	20.4.21

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	General comments
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Comment

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

~~The boundary of the NP is appropriate, but this NP fails to cover the outlying clusters of residences and different employment types see more comments below.~~

Unfortunately this plan has taken many years to reach this stage after the first discussions in 2013 (report of discussions between Cllr Cornwell and Grant) presented to PC where benefits for Waterbeach and Chittering were identified and next steps proposed. Since this period has included the development of the SCDC local plan (and the considerable time after consultation on the plan until the examining officer was minded to accept it with amendments), one would have thought that special consideration would have been given to the strategic site within the parish which was going to provide thousands of houses, facilities and employment opportunities.

The Waterbeach NP covers the period 2020 to 2031. The plan relates to the development and use of land within the parish of Waterbeach and has some notable omissions. For example the sections on employment concentrate on the Denny End Industrial site (Pembroke Avenue and Convent Drive) and the Cambridge Innovation Park which has grown up around Stirling House. It ignores Denny Lodge Business Park, Sunrise Business Park and the numerous well established businesses within the village. Some of the previous employment areas such as Jack Branch have been developed for housing (Providence Way), Bannold's nursery and reclamation yard (Cam Locks). The historic replacement of brownfield sites with housing is continuing with the new housing being built on the old Waterbeach barracks. Waterbeach used to have farmers living and working in the village and again many of these sites have now been redeveloped. A significant number of these sites are too small to make a major contribution to the provision of infrastructure and facilities and historically Waterbeach has been adversely affected with SCDC and CCC negotiating agreements with developers without involving Waterbeach residents or the PC. The proposed NP does not offer any strategies to address this.

Employment in nearby science and research parks often involves car travel as there are not pavement or cycle links. Meanwhile the village has expanded dramatically with the infilling off Bannold Road, Gibson Close, Denny End Road and the conversion of barracks buildings to accommodation for nurses and doctors making medical and education infrastructure as significant an issue as transport, but the NP does not cover this adequately. Many elderly and disabled people cannot walk or cycle and are being

increasingly constrained by the emphasis on these forms of transport. While there is a move to pedestrian and cycle links these only serve a proportion of the population, for example many parents drop children off on the way to work and would not have time to walk back home and then drive to work. Thus the congestion of Waterbeach school has now been exacerbated by the major new building of some 12 more classrooms. The impact of this development is not considered.

Overall, because of the delay in production of the NP going to consultation, it seems somewhat irrelevant to the current build out of the village. Using consultants to write the plan has reduced the involvement of the community and led to “PR speak”. For example the Village Heart is a confusing concept, it is almost, but not quite the conservation area. Some parts are therefore subject to different planning policies.

The document does not provide much coverage of outlying parts for example long drove is not mentioned, Chittering hamlet is hardly considered and houses off the A10 (Ely Road) north of Old Cambridge Road are not included in the descriptions of the village. It is really

Nor is there adequate consideration of the newest residential developments, how their density will impact residents as no significant areas of open green space have been made available. Also some assessment of the change in requirements after the Covid 19 pandemic should be appended, there is a need for houses with sufficient space for a home office or at least a desk space for residents to “work from home” despite children, home schooling etc.

Some statements and policies seem to differ from accepted definitions, for example “Park homes are detached bungalow-style homes that are located within a private estate. They're typically manufactured offsite and then placed on land that is owned privately or by a local authority.” But in the NP it states (6.24.1) Park homes are restricted to homeowners with a minimum age of 45 or over. This does not seem to be a justified planning restraint.

The overall conclusion is that the NP needs further revision to reflect recent developments if it is to be a useful guide until 2031 and should not go out to referendum before more work is done and all areas of the village are considered. Many areas have specific issues that need addressing eg Chittering but are not adequately covered with currently proposed policies.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Overall the NP fails to start with a current (2021) picture of the village, significant building and planning application approvals have dramatically altered the outlook for development until 2031. Clearly the delay for Covid issues has not helped but the NP does not reflect the current situation and address the emerging development already planned to 203, this minimises its benefit. It also does not adequately cover areas such as Chittering, Long Drove, etc which need specific policies.

**Completed forms must be received by 5pm on 13/20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

68640

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies**

**Respondent:** Highways England

**Date received:** 06/04/2021 via Email

**Summary:**

The Neighbourhood Plan has a large focus on sustainability. These policies are likely to be beneficial locally but are outside of the scope of comment by Highways England in relation to the Strategic Road Network. Highways England has no further comment to make on the plan.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95k>

Our ref: Waterbeach NP Reg 16  
Your ref: Waterbeach Neighbourhood Plan  
(REG 16)

Planning Policy Team  
SCDC  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

Emma Wood  
Highways England  
Spatial Planning  
Operations (East)  
Woodlands  
Manton Lane  
Bedford MK41 7LW

31 March 2021

Via email to: [neighbourhood.planning@greatercambridgeplanning.org](mailto:neighbourhood.planning@greatercambridgeplanning.org)

Dear Sir/Madam,

**Waterbeach Neighbourhood Plan Consultation (Regulation 16)  
Notice under Regulation 16 of the Neighbourhood Planning (General) Regulations**


Thank you for your correspondence, received on the 15<sup>th</sup> February 2021, notifying Highways England of the above consultation. I have reviewed the Waterbeach Neighbourhood Plan 2020-2031 and associated documents and have the following observations/comments.

The Neighbourhood Plan has a large focus on sustainability. These policies are likely to be beneficial locally but are outside of the scope of comment by Highways England in relation to the Strategic Road Network. Highways England has no further comment to make on the plan.

Please contact us at [PlanningEE@highwaysengland.co.uk](mailto:PlanningEE@highwaysengland.co.uk) if you require any clarification.

Yours faithfully,



Emma Wood  
Spatial Planner  
Email: 

68718

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Network Rail**Date received:** 21/04/2021 via Email**Summary:**

Policy WT2 (Late submission)

Network Rail have recently outlined the potential impacts of proposed developments on level crossings in Waterbeach, most recently provided in the response for planning application S/2075/18/OL dated 28/01/2021. The proposed route from Waterbeach Village train station to the relocated train station partially runs along the railway to the east. Policy WT2 would therefore encourage pedestrians to use the Public Right of Way at Burgess Drove level crossing.

Network Rail would prefer to see the pathway constructed further from the railway to reduce the number of pedestrians, including those using mobility scooters and pushchairs, from using the level crossing.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd97b>



Seana Heaney  
Network Rail - Planning,  
1 Stratford Place,  
London, E15 1AZ

Planning Department

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By email only

26/04/2021

## **Network Rail Consultation Response**

### **Waterbeach Neighbourhood Plan**

Thank you for consulting Network Rail and providing an opportunity to comment on the Waterbeach Neighbourhood Plan.

Network Rail have recently outlined the potential impacts of proposed developments on level crossings in Waterbeach, most recently provided in the response for planning application S/2075/18/OL dated 28/01/2021. The proposed route from Waterbeach Village train station to the relocated train station partially runs along the railway to the east. Policy WT2 would therefore encourage pedestrians to use the Public Right of Way at Burgess Drove level crossing.

Network Rail would prefer to see the pathway constructed further from the railway to reduce the number of pedestrians, including those using mobility scooters and pushchairs, from using the level crossing.

I trust the above clearly sets out Network Rail's position. Should you require any more information from Network Rail, please do not hesitate to contact me.

Kind regards,

**Seana Heaney**

Town Planning Technician

Network Rail | Property | Anglia Region

1 Stratford Place | London | E15 1AZ



[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

68691

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Historic England**Date received:** 20/04/2021 via Email**Summary:**

We welcome the production of this neighbourhood plan, and are pleased to note that it is supported by a robust evidence base in the form of both a Design Principles document and a Heritage and Character Assessment. However, we do not consider it necessary for Historic England to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage, and for any further information to our detailed advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>

|

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd968>





Historic England

By e-mail to:  
South Cambridgeshire District Council

Our ref: PL00664882  
Your ref:  
Date: 20/04/2021

Direct Dial: [REDACTED]  
Mobile: [REDACTED]

Dear South Cambridgeshire District Council,

**Ref: Waterbeach Neighbourhood Plan Regulation 16 Consultation**

Thank you for inviting Historic England to comment on the Regulation 16 Submission version of this Neighbourhood Plan.

We welcome the production of this neighbourhood plan, and are pleased to note that it is supported by a robust evidence base in the form of both a Design Principles document and a Heritage and Character Assessment. However, we do not consider it necessary for Historic England to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage, and for any further information to our detailed advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>

I would be grateful if you would notify me if and when the Neighbourhood Plan is made by the district council. To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed NP, where we consider these would have an adverse effect on the historic environment.

Please do contact me, either via email or the number above, if you have any queries.

Yours sincerely,  
Edward James  
Historic Places Advisor, East of England  
[REDACTED]



Historic England, Brooklands, 24 Brooklands Avenue, Cambridge CB2 8BU  
Telephone 01223 58 2749 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.



68684

Support

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Campaign to Protect Rural England (CPRE)**Date received:** 19/04/2021 via Email**Summary:**

CPRE supports the Waterbeach Neighbourhood Plan as a means for the Parish to positively engage with the planning authority and developers.

CPRE believes it is important that once "made" SCDC, developers and Waterbeach Parish Council, through the WNP and other initiatives, work together to ensure future development is managed, monitored, and enforced to future-proof the Parish for existing and future residents including all those who live and work in the Parish.

CPRE support the policies and holistic approach of the WNP and the vision that the Parish will be a place where people live, work and grow whilst maintaining the village character, respecting and enhancing the natural environment, the landscape and the flora and fauna that live within it.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd965>



The countryside charity  
Cambridgeshire  
and Peterborough

The Town Hall, Market Hill  
St Ives, Cambridgeshire  
PE27 5AL  
www.cprencambs.org.uk  
Tel: 01480 396698  
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office@cprecambs.org.uk

President  
Christopher Vane Percy  
Branch Chairman  
Alan James  
Branch Vice-Chairman  
Lawrence Wragg

19<sup>th</sup> April 2021

Ms Alison Talkington  
GC Shared Planning Policy Team  
South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
CAMBRIDGE  
CB23 6EA

By email to: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

Dear Ms Talkington,

**Ref: Waterbeach Neighbourhood Plan Pre-Submission Consultation**

CPRE welcomes the opportunity to comment on the Waterbeach Neighbourhood Plan (WNP) Pre-Submission Consultation. We note that there are seven main areas identified by the community which translate into the policies that shape the plan. CPRE note the evidence based supporting documents giving weight to the policies which are mentioned later in this response.

CPRE notes that the vision and policies have been shaped by the communities in the Parish as evidenced in the Consultation Statement that accompanies and supports the WNP.

CPRE notes that the WNP was written in accordance with the adopted, 2018, South Cambridgeshire District Council Local Plan, the National Planning Policy Framework, (NPPF) and planning policy guidance.

1. **Growth.** Waterbeach Parish has recently grown by approximately five hundred dwellings, mainly in the Bannold Road area due to speculative development because of the lack of an adopted Local Plan.

Waterbeach Parish will also be absorbing the settlement of Waterbeach New Town Policy SS/6 in the adopted 2018 Local Plan. Although 8,000 to 9,000 dwellings with ancillary buildings form Policy SS/6 Planning applications have been granted for 6,500 dwellings on the Barracks land site and 4,500 dwelling on adjoining greenfield land totalling 11,000 dwellings.

CPRE note that because of the recent and proposed growth in the Parish CPRE believe it is essential that the residents of Waterbeach and Chittering have their say, once the Neighbourhood Plan is “made” when planning applications come forward in the Parish.

2. **Policies.** CPRE support the policies identified by community through various consultations with the Neighbourhood Plan Steering Group to protect the village character, heritage and adjoining low lying fens and chalklands to the South, East and North of the Parish. It is also important to protect the village heart and conservation area plus local formal and informal green space as it is currently under provided for per resident.

CPRE believe It is important to ensure connectivity within the village and links with the New Town providing green and affordable sustainable transport. It is also important for pedestrians, wheelchair and mobility scooter users, cyclists and horse rider to have safe routes for leisure and connectivity.

CPRE notes the considerations made regarding the education policies in the WNP to ensure a safe and enjoyable place for children and young adults to study and grow and that provision is made to enable this.

CPRE believe is important that a fair and balance housing mix is achieved as identified in the Housing Needs Assessment Report and housing policies. It is also important that:

- affordable housing of 40% is ensured in accordance with the NPPF,
- a Community Land Trust is accommodated to give local people the chance to remain in the Parish in perpetuity
- social housing should be available in the mix.

CPRE believe that, as identified in the WNP, facilities and services which enable people to live and work in the Parish if they so should be ensured.

3. **Green Belt.** The Cambridge Green Belt wraps around Waterbeach to the South and East of Waterbeach village. The National Planning Policy Framework states:

NPPF 133. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

NPPF 134. Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up area,
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Greenbelt Policy S/4 South Cambridgeshire District Council adopted Local Plan 2018 Chapter 2 Spatial Strategy states as follows:

*“Cambridge Green Belt A Green Belt will be maintained around Cambridge that will define the extent of the urban area. The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map, which includes some minor revisions to the inner boundary of the Green Belt around Cambridge and to the boundaries around some inset villages. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework paragraphs 2.31 and 2.32 further evidence policy S/4 as to the importance of the Cambridge Greenbelt.”*

CPRE considers it imperative that protection of the Greenbelt around Cambridge, the smallest in England, is ensured in accordance with the NPPF and in accordance with the published objective of the Green Belt Local Plan *“To preserve the special character of Cambridge and its setting”*. This being an addition to the more usual objectives which are also contained in the Green Belt Local Plan as follows:

*“To control the urban expansion of Cambridge;  
To allow for the development of communities in accordance with Structure Plan policies;  
To prevent the further coalescence of settlements;  
To enhance the visual quality of the area;  
To balance the provision of suitable recreational and leisure facilities against the needs of agriculture”.*

All over the England, non-statutory Green Belts are being constantly eroded. Planning permissions are refused and then suddenly, usually for questionable reasons, the boundaries are re-drawn and a well-connected development proceeds.

We urge the Cambridge authorities not to start acting in a similar manner with the Statutory Green Belt around the setting of the world-class academic jewel which is the City of Cambridge.

Research published in May 2020 by CPRE and the National Federation of Women's Institutes demonstrated just how important green spaces, including the Green Belts, have been to retaining health and well-being during the current pandemic.

CPRE consider that this is actually a constant benefit which has been highlighted by the pandemic and therefore it is important that every effort should be made by planning authorities to protect Green Belts and prevent negative effects upon them.

Further research published in June 2020 and commissioned by the CPRE and the HomeOwners Alliance, found that 68% of people living in the East of England think their local green spaces could be enhanced.

CPRE is very concerned by the weak and potentially ambiguous wording of Policy S/4.

4. **Landscape Character and Heritage.** The Parish of Waterbeach sits on the edge of the fens looking out to the North, the East and the South across low lying fertile, food producing farmland, grazing marshland and willows that characterise the local landscape. Close by the important Heritage sites of the Car Dyke Roman Canal and Denny Abbey add to the rich tapestry of people and the land forged by generations and natural events. CPRE believe that the accompanying Character and Heritage Assessment and Design Principles Documents are key when the Planning Authority consider any future planning applications that come forward for approval in order to ensure the sensitive local setting of the Parish is sympathetically considered.
5. **Biodiversity and Heritage.** The ecological biodiversity and its connection with heritage within the Parish as identified in the WNP and supporting documents. The River Cam forms a natural boundary with its own character and biodiversity to the East of the Parish. County wildlife sites, the RAMSAR Cam Washes, Wicken Fen, the Wicken Vision, the Old West River, the applied for Great Ouse AONB, the proposed Fen Biosphere and the significant heritage sites of Car Dyke and Denny Abbey all contribute to the bio-diversity of the surrounding landscape. It is very clear that this is a location where bio-diversity is inextricably bound to heritage. It is therefore of major importance that the this link between biodiversity and heritage is given great weight when future planning applications are being considered.
6. **Climate Change & Water.** CPRE welcomes the fact that the WNP will follow the policies and adopted strategies of the Local Authority to manage the challenges of climate change such as flooding and drought. With rising sea levels, more intense rainfall and increased run-off from upstream developments, Cottenham Lode has is incurring increased occurrences of flood warnings. Waterbeach village has experienced flooding as recently as winter 2020/21. The Greater Cambridge area is already in water stress and the Integrated Water Management Study by Stantec for the Greater Cambridge Partnership, published in November 2020, has identified that only the lowest level of development around Cambridge would be sustainable and that even this would require "*interim mitigation measures*". CPRE wishes to emphasise the importance that local authorities must give to flood risk and water supply when ensuring that the WNP is adhered to and the Parish is properly consulted with as Waterbeach New Town is built out.
7. **Greenhouse Gas Emissions.** CPRE is aware that strategies and policies are being adopted by the District Council with the objective of ensuring net zero carbon emissions in order to reduce Climate Change. CPRE would point out that carbon dioxide is not the only greenhouse gas and that as much if not more weight should be applied to reducing methane emissions which are a far more potent greenhouse gas. It is hoped that positive, effective enforcement of these initiatives and any resulting policies will be applied as planning applications come forward in the Parish.

8. **Visions.** Both SCDC and Waterbeach Parish Council have visions that shape the Local Plan and Waterbeach Neighbourhood Plan.

Policy S/1 South Cambridgeshire District Council adopted 2018 Local Plan Vision *“South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.”*

WNP Vision: *“Our Neighbourhood Area will continue to be a great place to live and work by ensuring that the identity and character of the existing communities within the Parish are respected and protected. The plan will ensure that any new development in the Neighbourhood Area will provide sustainable infrastructure. It will ensure the improvement of the overall quality of life of every resident. New development should not be overbearing or overwhelming and should complement the rural vistas and existing Fen Edge landscape.”*

CPRE recommend that Policy S/1 will be considered in conjunction with the WNP Vision when new planning applications come forward in the Parish.

9. **Supporting Documents.** As previously mentioned CPRE note that the WNP includes evidence-based supporting documents to inform the policies contained within the plan as follows:

- Strategic Environmental Assessment,
- Waterbeach Design Principles,
- Waterbeach Heritage and Character Assessment
- Waterbeach Housing Needs Assessment Report
- Demographic Socio- Economic Evidence Consultation Statement
- Housing Needs Assessment
- Statement of Community Engagement

CPRE considers that reports such as the Strategic Environmental Assessment, Waterbeach Design Principles and the Waterbeach Heritage and Character Assessment form material considerations in planning terms and should be consulted upon by officers when planning applications come forward in the Parish even though the WNP is not yet “made.”

CPRE Notes that once the WNP has passed successfully through the Inspection phase more weight will be given to it when considering planning applications that come forward in the Parish.

**Summary:**

CPRE supports the Waterbeach Neighbourhood Plan as a means for the Parish to positively engage with the planning authority and developers.

CPRE believes it is important that once “made” SCDC, developers and Waterbeach Parish Council, through the WNP and other initiatives, work together to ensure future development is managed, monitored, and enforced to future-proof the Parish for existing and future residents including all those who live and work in the Parish.

CPRE support the policies and holistic approach of the WNP and the vision that the Parish will be a place where people live, work and grow whilst maintaining the village character, respecting and enhancing the natural environment, the landscape and the flora and fauna that live within it.

Yours sincerely,

  
**Chairman on behalf of CPRE Cambridgeshire and Peterborough**

68639

Object

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## Waterbeach Neighbourhood Plan, Planning Policies - Housing

**Respondent:** Mr & Ms Fraser & Linda M Nicol

**Date received:** 22/03/2021 via Email

### Summary:

Policies WAT21 and WAT23

Objection to NP policies W21 and W23 due to their over reliance on the Waterbeach New Town project to deliver housing (private and affordable) on time.

The NP does not factor in delays to housing delivery on the new town project due to its scale and complexity.

Consequently, the delays will further exacerbate the delivery of much needed affordable housing for Waterbeach.

Plan should be amended to allocate parcels of land for housing including clients land to south of Cambridge Rd.

### Full text:

-

**Attachments:** Response Form - <https://scambs.oc2.uk/a/sd95x>

Supporting Document - <https://scambs.oc2.uk/a/sd95j>

# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

[neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday 13/20 April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No



## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	[REDACTED]	<b>Agent's name:</b>	<b>Mr Bassil Aslam</b>
<b>Name of organisation:</b> (if applicable)	n/a	<b>Name of Agent's organisation:</b> (if applicable)	Orchestra Land
<b>Address:</b>	[REDACTED]	<b>Agent's Address:</b>	Bridge House 25 Fiddlebridge Lane Hatfield Hertfordshire
<b>Postcode:</b>	[REDACTED]	<b>Postcode:</b>	AL10 0SP
<b>Email:</b>	[REDACTED]	<b>Email:</b>	[REDACTED]
<b>Telephone:</b>	n/a	<b>Telephone:</b>	[REDACTED]
<b>Signature:</b>		<b>Date:</b>	22 <sup>nd</sup> March 2021

If you are submitting the form electronically, no signature is required.

**For office use only**

Agent number:

Representor number:

Representat on number:

**Part B – Your Response****What part of the Neighbourhood Plan do you have comments on?**

Policy or Paragraph Number (please state)	W21 and W23
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

**Reason for Support, Object or Comment:**

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Find attached response to NP policies W21 and W23.

**Summary of Comments:**

If your comments are longer than 100 words, please summarise the main issues raised.

- Objection to NP policies W21 and W23 due to their over reliance on the Waterbeach New Town project to deliver housing (private and affordable) on time. The NP does not factor in delays to housing delivery on the new town project due to its scale and complexity. Consequently, the delays will further exacerbate the delivery of much needed affordable housing for Waterbeach.

**Completed forms must be received by 5pm on 13/20 April 2021 at:**

Email: [neighbourhood.planning@scams.gov.uk](mailto:neighbourhood.planning@scams.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
 Cambourne Business Park, Cambourne,  
 Cambridge, CB23 6EA



Our Ref: CB49311/NPC

19<sup>th</sup> March 2021

Dear Sir/ Madam,

**RE: Response to Consultation on Waterbeach Neighbourhood Plan 2020-2031**

This representation is submitted in response to the Waterbeach Neighbourhood Plan 2020-2031 (January 2021) Final Publication ('the WNP') and accompanying Evidence Base.

Orchestra Land have been working with the landowner in respect of land on the south side of Cambridge Road, Waterbeach, Cambridge for several years and have previously submitted representations on the landowners' behalf to the Strategic Housing Land Availability Assessment (SHELAA) in April 2019.

A Neighbourhood Plan needs to meet the following Basic Conditions set out in the National Planning Policy Framework and Guidance (NPPF):

1. The Neighbourhood Plan has regard to national policies and advice contained in guidance issued by the Secretary of State. (e.g., National Planning Policy Framework and Guidance)
2. The making of the Neighbourhood Plan contributes to the achievement of sustainable development.
3. The making of the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
4. The making of the Neighbourhood Plan does not breach and is otherwise compatible with, EU obligations (particularly, the Strategic Environmental Assessment Directive, Environmental Impact Assessment Directive, and the Habitats and Wild Birds Directives).
5. The making of the Neighbourhood Plan is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2010), either alone or in combination with other plans or projects.

For the reasons set out in this representation, our clients strongly object to the Neighbourhood Plan and consider it does not meet the Basic Conditions for the following reasons:

1. The Neighbourhood Plan does not contribute to the achievement of sustainable development as it does not positively plan for sustainable development;
2. It does not include proposals to meet an identified housing and affordable housing need separately from the New Town development;
3. It does not allocate land for housing development.



The BENP should instead be amended as follows:

- Available parcels in the parish should be allocated for housing developments to achieve the sustainability strategy;
- In turn, our client's land, as a sustainable location for development, should be allocated for residential use to meet identified housing needs.

### **Previous Representations**

Orchestra Land is working with the owner of land on the south side of Cambridge Road, Waterbeach ('the Site') to promote residential development as part of the emerging Local Plan. The land is entirely in private ownership and there is no public right of access. It comprises an irregular shaped plot of land enclosed by Cambridge road and Car Dyke road. It benefits from surrounding public amenities while the location is quite sustainable, encouraging active forms of mobility.

Orchestra submitted a representation to the April 2019 SHELAA conducted to identify land available for development across Greater Cambridge. The submission proposed this site as a suitable, deliverable and sustainable location for a residential development of circa 140 houses. The Site would help to meet local housing needs now, rather than in the long term and could provide new pedestrian and vehicle connections.

### **Overview**

Guidance and advice for the content of Neighbourhood Plans is contained in the National Planning Policy Framework (February 2019) (the 'NPPF') and Planning Practice Guidance (the 'PPG').

In respect of development, para 13 of the NPPF states that "*Neighbourhood Plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.*"

Paragraph 69 of the NPPF states that "*Neighbourhood planning groups should also consider the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 68a) suitable for housing in their area*".

The PPG provides further guidance. Paragraph 009 (Reference ID 41-009-20190509) of the section on Neighbourhood Planning states that up-to-date housing needs evidence is relevant to the question of whether a housing supply policy in a Neighbourhood Plan contributes to achieving sustainable development.

Paragraph 74 (Reference ID 41-074-20140306) states:



*“When considering whether a policy is in general conformity a qualifying body, independent examiner, or local planning authority, should consider the following:*

- *whether the neighbourhood plan policy or development proposal supports and upholds the general principle that the strategic policy is concerned with*
- *the degree, if any, of conflict between the draft neighbourhood plan policy or development proposal and the strategic policy*
- *whether the draft neighbourhood plan policy or development proposal provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without undermining that policy*
- *the rationale for the approach taken in the draft neighbourhood plan or Order and the evidence to justify that approach*

### **Housing Need**

The NPPF also requires the preparation and review of all policies to be underpinned by relevant and up-to-date evidence.

The NPPF seeks the promotion of sustainable development in rural areas, and para 78 requires housing to be located where it will enhance or maintain the vitality of rural communities. In particular, it states that “Planning policies should identify opportunities for villages to grow and thrive, especially where they will support local services”.

Small Villages are sustainable locations that could be capable of taking additional growth. Para 68 of the NPPF requires strategic policies to “set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations”.

In policy WAT 21 - Housing Mix paragraph 6.21 of the WNP states that 19,500 new are required to support the Cambridge Cluster during the plan period 2011 to 2031 according to Local Plan Policy S/5 Provision of New Jobs and Homes. Given the Waterbeach New Town development is being considered the main aspect of the district council’s strategy, 8,000 to 9,000 homes would be delivered in the parish during the plan period. The WNP suggests that housing and affordable housing need could be addressed through the New Town development.<sup>1</sup>

It is evident that the WNP depends solely on the ability of New Town development for delivering the house demand identified. However, large sites like that, due to their scale and complexity, require thorough

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<sup>1</sup> Waterbeach Parish Council . (2021). Waterbeach Neighbourhood Development Plan 2020 to 2031, p.108 114



planning and significant upfront capital investment. As there are several challenges to surpass in the initial stages, the delivery of new homes from large sites is significantly affected and usually delayed.

Planning consultancy Lichfields produced a report in 2016 titled "Start to Finish: How quickly do large scale housing sites deliver?" (November 2016). This report is frequently referenced by Inspectors at both appeals and in Local Plan examinations. The report found that 3.9 years was the average lead in time for large sites prior to the submission of the first planning application<sup>2</sup>. *"The planning period (from application to decision) and the period between permission being granted and the first home being built depends on the complexity of the site, which frequently correlates with its size. The larger the site, the longer the planning application determination period."*

While larger sites have a higher delivery rate due to the number of stakeholders involved, it requires more time for the planning process and afterwards the construction phase to initiate. For schemes of 2000+ homes, the average planning approval period was 6.1 years and the average annual build rate 161 dwellings per annum. Thus, it is reasonable to suggest that for a scheme of 8,000 to 9,000 the planning approval period would be expected to be prolonged.

It is noticeable that the dependence on the New Town development does not address the pressing demand for housing in the short-medium term as the development of a site of such an area would take a great amount of time to be delivered.

Moreover, according to the demographic socio-economic review, Waterbeach is considered to have a high activity of workers flowing in the village from all other local authority districts in Cambridgeshire. Also, Waterbeach's population seems to comprise of people aged in their twenties and thirties and less of older generations (according to Census 2011). As stated in the WNP (p. 109, 6.21.6-7), community engagement that took place in November 2018 revealed an increased tendency of residents to remain at the parish and possibly purchase a property. Hence, there is a desire by the local population and people who commute to Waterbeach to live locally.

The sole reliance on the new settlement could be harmful for the future vitality of the village as new homes and places to live will no longer be delivered in Waterbeach village. It could lead to an alienation of the new settlement, and potentially encourage people to leave the village and move to the new settlement that will benefit from 'glamorous' new, purpose-built facilities and the like.

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<sup>2</sup> [https:// chf e ds.uk/b og/2016/november/8/start to f n sh how qu ck y do arge sca e hous ng s tes de ver/](https://chf.e ds.uk/b og/2016/november/8/start to f n sh how qu ck y do arge sca e hous ng s tes de ver/)



Thus, it is essential for the WNP to encourage residents to stay local and empower the existing community and the WNP sustainability and transportation core objectives. By providing residential opportunities through existing, available and sustainable sites, the council would create new neighbourhoods close to existing infrastructure and amenities. This would encourage residents to stay in the village and provide further funding (through S106/CIL and Parish Council precepts) to deliver new facilities and support existing facilities in the village. The alternative would be to lose these to the new town, and the village becomes a struggling dormitory.

Policies W21 and W23 should therefore be amended to reinstate minimum housing targets and allocate additional sites in the settlement.

Thus, the plan fails the basic conditions test as it does not contribute to the achievement of sustainable development being that it does not positively plan for sustainable development;

### **Affordable Housing**

Policy W23 – Allocation of affordable housing at Waterbeach New Town describes the potential affordable housing that can be delivered through the development. The WNP expects a rate of around 200 new homes per year to be delivered once the construction phase is initiated, with 30% affordable and 30% of those being affordable rent.

Given that the Waterbeach New Town development is in the pipeline aiming to provide 8,000 to 9,000 homes, the WNP suggests that the affordable housing need could be addressed through the development. Priority for these affordable houses will be provided to residents associated with the area via employment, family or residence.

According to the Analysis of Local Housing Need (ALHN) in Waterbeach Parish (September 2019), local house prices both for purchase and for rent are unaffordable for many local people. This has led to a 'commuting drift' forcing local residents to travel southwards to Cambridge and London for work while local jobs are overrun by residents living to the north of Waterbeach where house prices are significantly lower.

The stock of affordable housing in Waterbeach has grown in recent years from 297 in 2011 to 337 in 2018. It is noted that demand for affordable housing in Waterbeach, similar to South Cambridgeshire, is very high. Over the period March 2008 and December 2013, there were 113 affordable rented properties become available in the parish. The Housing Needs Assessment has identified 126 households with a potential need for affordable rented accommodation and 14 households with a potential need for shared ownership or other forms of Low-Cost Home Ownership in Waterbeach. ALHN underlines that both quantities are likely to be depreciations.



**Orchestra Land Ltd**

Bridge House, Fiddlebridge Lane,  
Hatfield, Hertfordshire, AL10 0SP

01707 830 222

enquiries@orchestraland.co.uk  
www.orchestraland.co.uk



Based on the above and our argument regarding the inability of a large site to deliver in a reasonable amount of time and address the urgent need for housing in the locality, allocation of land for housing developments that would promote affordable housing in the short term should be included in policy W23. Assigning all expectations in the New Town will only amplify the housing issues.

Furthermore, people who work in Waterbeach and local residents are evidently willing to invest in the area; but the housing prices do not correspond to their salaries and force the workforce to live further afield. Therefore, it is crucial to provide opportunities that respond to the needs of these people – the alternative is not to provide (as the WNP is currently drafted) which restricts supply but does not address demand.

The WPN in policy W21 – Housing Mix mentions that 22,000 additional jobs are expected to be generated during the plan period 2011 to 2031 (Local Plan, Policy S/5 Provision of New Jobs and Homes). In order to: achieve Core Objective 7 regarding the protection and enhancement of existing employment in the village; respond to the expected influx of workers; and foster a sustainable and vibrant community; the WPN should overcome barriers caused by the cost of housing.

A more balanced approach that would help the village prosper, would be for the WNP to require additional allocations for the existing settlement allowing the Plan to meet its full Objectively Assessed Need (OAN) and for the village to grow and thrive as proposed in para 78 of the NPPF.

The site promoted by Orchestra would bring forward a residential development with affordable housing and new public access to Cambridge Road and Car Dyke Road - something which would meet with the requirements of the NPPF in terms of sustainable development.

The lack of allocations to meet the full OAN, combined with the failure of the plan to set Neighbourhood Plan targets means that the WNP fails the basic conditions test as it does not contribute to sustainable development.

If you require further information, then please contact me on the details at the head of this letter.

Yours faithfully

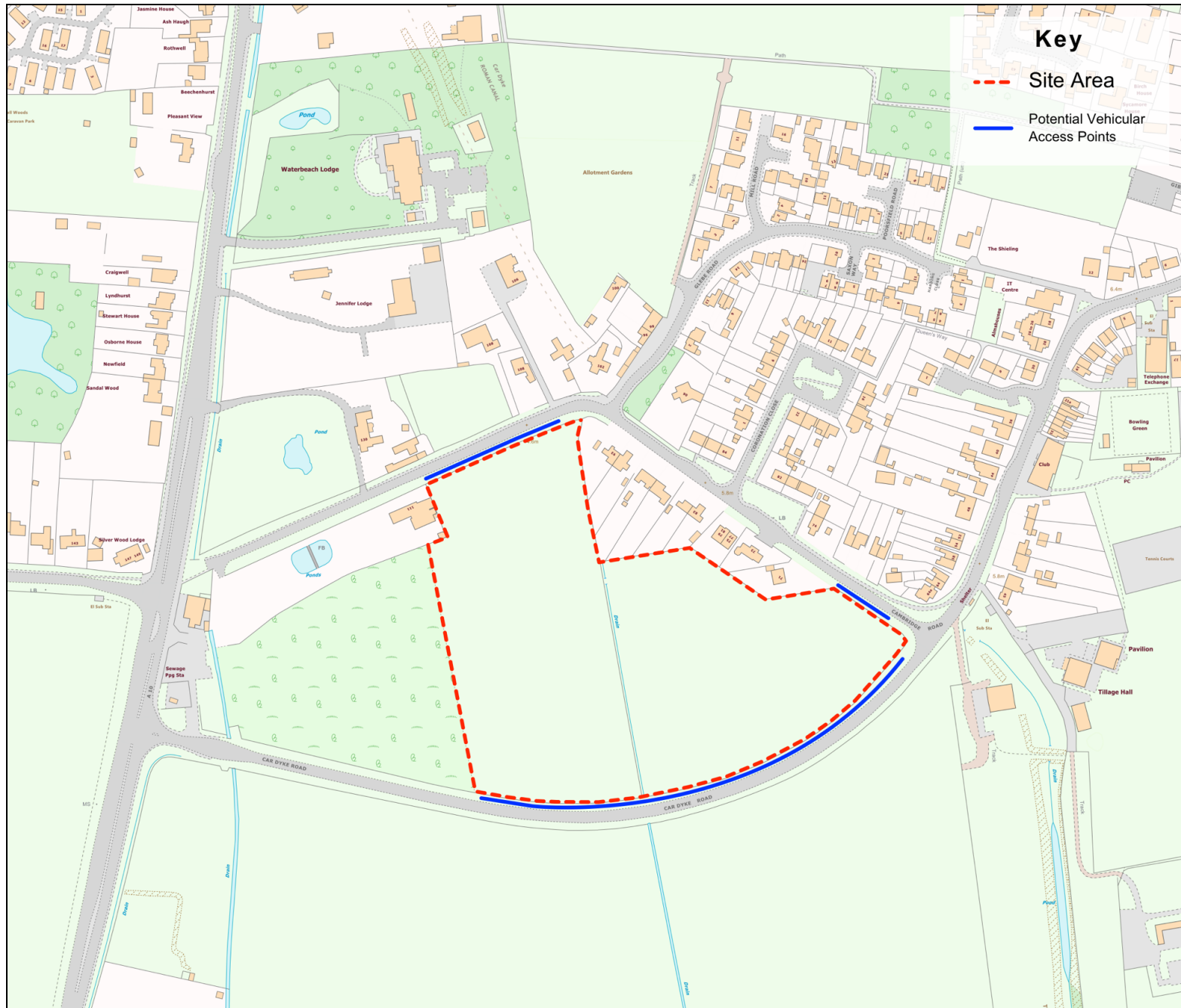
A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

Yours sincerely

**Bassil Aslam**

Director of Land and Planning





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Site Name:

LAND ON THE SOUTH SIDE  
OF CAMBRIDGE ROAD,  
WATERBEACH, CAMBRIDGE

Drawing Title:

Site Location Plan

Drawn by: J. Bartlett

Checked by: B. Aslam

Date: 25-Apr-2019

Scale n/a

Plan No.

CB49311

68642

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** National Grid

**Agent:** Avison Young

**Date received:** 13/04/2021 via Email

**Summary:**

Proposed development sites crossed or in close proximity to National Grid assets:

An assessment has been carried out with respect to National Grid's electricity and gas transmission assets which include high voltage electricity assets and high-pressure gas pipelines.

National Grid has identified that it has no record of such assets within the Neighbourhood Plan area.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd95z>

Our Ref: MV/ 15B901605



13 April 2021

South Cambridgeshire District Council  
[neighbourhood.planning@greatercambridgeplanning.org](mailto:neighbourhood.planning@greatercambridgeplanning.org)  
**via email only**

Dear Sir / Madam

**Waterbeach Neighbourhood Plan Regulation 16 Consultation  
February – April 2021  
Representations on behalf of National Grid**

National Grid has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

**About National Grid**

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators across England, Wales and Scotland.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

**Proposed development sites crossed or in close proximity to National Grid assets:**

An assessment has been carried out with respect to National Grid's electricity and gas transmission assets which include high voltage electricity assets and high-pressure gas pipelines.

National Grid has identified that it has no record of such assets within the Neighbourhood Plan area.

National Grid provides information in relation to its assets at the website below.

- [www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/](http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/)

Please also see attached information outlining guidance on development close to National Grid infrastructure.



**Distribution Networks**

Information regarding the electricity distribution network is available at the website below:  
[www.energynetworks.org.uk](http://www.energynetworks.org.uk)

Information regarding the gas distribution network is available by contacting:  
[plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com)

**Further Advice**

Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets. We would be grateful if you could add our details shown below to your consultation database, if not already included:

**Matt Verlander, Director**

[nationalgrid.uk@avisonyoung.com](mailto:nationalgrid.uk@avisonyoung.com)

Avison Young  
Central Square South  
Orchard Street  
Newcastle upon Tyne  
NE1 3AZ

**Spencer Jefferies, Town Planner**

[box.landandacquisitions@nationalgrid.com](mailto:box.landandacquisitions@nationalgrid.com)

National Grid  
National Grid House  
Warwick Technology Park  
Gallows Hill  
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,



**Matt Verlander MRTPI  
Director**



**For and on behalf of Avison Young**

## **Guidance on development near National Grid assets**

National Grid is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

### Electricity assets

Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

National Grid's *'Guidelines for Development near pylons and high voltage overhead power lines'* promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

National Grid's statutory safety clearances are detailed in their *'Guidelines when working near National Grid Electricity Transmission assets'*, which can be downloaded here: [www.nationalgridet.com/network-and-assets/working-near-our-assets](http://www.nationalgridet.com/network-and-assets/working-near-our-assets)

### Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Grid's *'Guidelines when working near National Grid Gas assets'* can be downloaded here: [www.nationalgridgas.com/land-and-assets/working-near-our-assets](http://www.nationalgridgas.com/land-and-assets/working-near-our-assets)

### How to contact National Grid

If you require any further information in relation to the above and/or if you would like to check if National Grid's transmission networks may be affected by a proposed development, please contact:

Avison Young (UK) Limited registered in England and Wales number 6382509.  
Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS





- National Grid's Plant Protection team: [plantprotection@nationalgrid.com](mailto:plantprotection@nationalgrid.com)

Cadent Plant Protection Team

Block 1

Brick Kiln Street

Hinckley

LE10 0NA

0800 688 588

or visit the website: <https://www.beforeyoudig.cadentgas.com/login.aspx>

68671

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Natural England

**Date received:** 15/04/2021 via Email

**Summary:**

Natural England does not have any specific comments on this submission of the Waterbeach neighbourhood plan.

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.

**Full text:**

-

**Attachments:** Response Form - <https://scambs.oc2.uk/a/sd95p>

Date: 15 April 2021  
Our ref: 343560/16115



Jonathan Dixon  
South Cambridgeshire District Council

**BY EMAIL ONLY**

Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

Dear Mr Dixon

**Waterbeach Neighbourhood Plan – Submission public consultation**

Thank you for your consultation on the above dated 15 February 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

**Natural England does not have any specific comments on this submission of the Waterbeach neighbourhood plan.**

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.

For any further consultations on your plan, please contact: [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely  
Dawn Kinrade  
Consultations Team

# Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities

## Natural environment information sources

The [Magic](#)<sup>1</sup> website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: **Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones)**. Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here](#)<sup>2</sup>.

**Priority habitats** are those habitats of particular importance for nature conservation, and the list of them can be found [here](#)<sup>3</sup>. Most of these will be mapped either as **Sites of Special Scientific Interest**, on the Magic website or as **Local Wildlife Sites**. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

**National Character Areas (NCAs)** divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here](#)<sup>4</sup>.

There may also be a local **landscape character assessment** covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a **National Park** or **Area of Outstanding Natural Beauty (AONB)**, the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on **soil types** and **Agricultural Land Classification** is available (under 'landscape') on the [Magic](#)<sup>5</sup> website and also from the [LandIS website](#)<sup>6</sup>, which contains more information about obtaining soil data.

## Natural environment issues to consider

The [National Planning Policy Framework](#)<sup>7</sup> sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance](#)<sup>8</sup> sets out supporting guidance.

**Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.**

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<sup>1</sup> <http://magic.defra.gov.uk/>

<sup>2</sup> <http://www.nbn-nfbr.org.uk/nfbr.php>

<sup>3</sup> <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

<sup>4</sup> <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

<sup>5</sup> <http://magic.defra.gov.uk/>

<sup>6</sup> <http://www.landis.org.uk/index.cfm>

<sup>7</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/807247/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/807247/NPPF_Feb_2019_revised.pdf)

<sup>8</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/>

## Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

## Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here](#)<sup>9</sup>), such as Sites of Special Scientific Interest or [Ancient woodland](#)<sup>10</sup>. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

## Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here](#)<sup>11</sup>) or protected species. To help you do this, Natural England has produced advice [here](#)<sup>12</sup> to help understand the impact of particular developments on protected species.

## Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 171. For more information, see our publication [Agricultural Land Classification: protecting the best and most versatile agricultural land](#)<sup>13</sup>.

## **Improving your natural environment**

Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to encourage wildlife.
- Adding a green roof to new buildings.

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<sup>9</sup><http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

<sup>10</sup> <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

<sup>11</sup> <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

<sup>12</sup> <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

<sup>13</sup> <http://publications.naturalengland.org.uk/publication/35012>



You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.
- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision.
- Identifying green areas of particular importance for special protection through Local Green Space designation (see [Planning Practice Guidance on this](#) <sup>14</sup>).
- Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency).
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

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<sup>14</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>

68682

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** Cambridgeshire County Council**Date received:** 19/04/2021 via Email**Summary:**

We note that the Neighbourhood Development Plan does not include any policies relating to surface water flood risk or drainage in Waterbeach. Given that a number of flood events have been reported in Waterbeach in recent years, we advise that such policies are included and we would draw your attention to the Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd963>

**My ref:** FR/21-000069  
**Your ref:** Waterbeach Neighbourhood Plan  
**Date:** 19/04/2021  
**Doc no:** 201106069  
**Officer:** Jessica Prest  
**E Mail:** [REDACTED]

Place and Economy  
Environment and Commercial

Jonathan Dixon  
Greater Cambridge Planning  
Cambourne Business Park  
CB23 6EA

Box No. SH1315  
Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

## Waterbeach Neighbourhood Development Plan

### Comments from Lead Local Flood Authority (LLFA)

Dear Sir,

Thank you for your consultation request, which we received on the 8<sup>th</sup> January 2020.

We have reviewed the Waterbeach Neighbourhood Development Plan 2020 to 2031 and have the following comments to make:

We note that the Neighbourhood Development Plan does not include any policies relating to surface water flood risk or drainage in Waterbeach. Given that a number of flood events have been reported in Waterbeach in recent years, we advise that such policies are included and we would draw your attention to the Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan. If you have any questions or would like support from the Lead Local Flood Authority, please email us and we will be happy to assist

Yours faithfully,

[REDACTED]

Hilary Ellis

Flood Risk & Biodiversity Business Manager (Acting)  
Environment and Commercial

*Please note: We are reliant on the accuracy and completeness of the reports in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.*

**If you have any queries regarding this application please contact the Officer named at the top of this letter (contact details are above).**





68710

Object

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## Waterbeach Neighbourhood Plan, Vision and objectives

**Respondent:** RLW Estates

**Agent:** Boyer Planning

**Date received:** 20/04/2021 via Email

### Summary:

Core Objective 2

This should refer to prioritising non-motorised users and public transport rather than non-vehicular routes.

### Full text:

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
Supporting Document - <https://scambs.oc2.uk/a/sd975>  
Supporting Document - <https://scambs.oc2.uk/a/sd976>  
Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68711

Object

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**Waterbeach Neighbourhood Plan, Vision and objectives****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Objective 1.v.

We wish to re-iterate our previous comments and suggest changing Objective 1.v to read: There should be safe, attractive and direct routes between the Village and New Town prioritised for non-motorised users.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
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Supporting Document - <https://scambs.oc2.uk/a/sd976>  
Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68703

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

It is welcomed that previous comments in respect of the character areas at WNTE and the date of the station planning permission have been reflected in the Reg. 16 document.

Reference should, however, also be made to the RLW Outline Planning Application (ref: S/2075/18/OL) having now achieved a resolution to grant permission (subject to completion of a Section 106 Agreement) at committee on 29 January 2021.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
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Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68712

Object

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**Waterbeach Neighbourhood Plan, Vision and objectives****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Objective 1.vi.

The statement under Objective 1.vi is confusing, in asserting that vehicle access should be convenient but not direct, and would benefit from further explanation. In this regard, and as noted in connection with Objective 1.v, we would highlight the specific example of direct vehicular access for village residents to the relocated railway station, allowed for under the station planning permission, and in turn also the reference within Local Plan Policy SS/6 3 to direct road access on a limited and controlled basis.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
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Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68704

Object

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT1

Addition of sub-paragraph d: "a direct motorised route for public transport vehicles only from Waterbeach village to Waterbeach New Town" is welcomed in acknowledging the ability for direct public transport connections. Reference to segregation should however be removed, and instead made to prioritising non-motorised users (alongside public transport). It should also be acknowledged that the station full planning permission secures access from the village to the relocated station, allowing for pedestrian, cycle, public transport and motorised private vehicle connection, with scope for up to 50 dwellings to be served by the consented station access road (once the A10 access is in place).

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
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Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>



68705

Object

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT4

It should be noted that the planning permission for relocation of the station utilises parts of these routes for village access to the new station, including approved highway works, and that a financial contribution to further works along Way Lane and St Andrews Hill is also secured in association with this planning permission, and could be used to implement such pedestrian and cycle prioritisation measures.

Extension of the area of walking to school routes shown within the associated plan requires further justification, having particular regard to the longer sections of Denny End Road and Bannold Road now included.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
Supporting Document - <https://scambs.oc2.uk/a/sd975>  
Supporting Document - <https://scambs.oc2.uk/a/sd976>  
Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68706

Object

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:****Policy WAT5**

The overarching objective of providing safe and attractive walking and cycling routes to schools is supported. It is welcomed that some revisions to this policy have been made, in respect of avoiding the need for children having to cross primary and secondary roads to attend school being "minimised", although it is considered that elements of this policy remain too restrictive, including reference to "not locating school entrances on through routes". These requirements should be removed, and reference made to the need to devise an appropriate design response for each school site.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
Supporting Document - <https://scambs.oc2.uk/a/sd975>  
Supporting Document - <https://scambs.oc2.uk/a/sd976>  
Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68707

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT14: WDP1

Revisions to the Design Principles which provide a degree of flexibility are acknowledged and welcomed. However, we wish to re-state our view that there remains potential to make this more flexible through specific reference to the scope to embrace new technologies, improve environmental performance and define areas of varying character, all of which are essential in achieving the vision for Waterbeach New Town and respecting the village's own identity.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
Supporting Document - <https://scambs.oc2.uk/a/sd975>  
Supporting Document - <https://scambs.oc2.uk/a/sd976>  
Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68708

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT14 : WDP4

We wish to acknowledge that the additional text relating to Waterbeach New Town is a positive amendment in presenting and clarifying this distinction. However, it is considered that there remains potential to strengthen this through reference to the Waterbeach New Town SPD and in turn possibly also to the relevance of the parameters established through the respective outline planning permissions that will govern some aspects of how this principle is applied.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
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Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>

68709

Object

**Waterbeach Neighbourhood Plan, Planning Policies - Housing****Respondent:** RLW Estates**Agent:** Boyer Planning**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT21

This has been updated to reflect the SPD, whilst supporting text (at paras. 6.21.14 and 6.21.15) acknowledges the situation agreed for U&C and the resultant need for flexibility to reflect viability and agreement on a case by case basis. No reference is, however, made to the headline terms agreed in the context of the RLW committee resolution, which could be added in for the avoidance of doubt.

Policy WAT 21 itself needs to be strengthened through reference to viability, meeting changing needs over time and supporting text should include reference to the headline terms agreed in the context of the RLW committee resolution.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96q>  
Supporting Document - <https://scambs.oc2.uk/a/sd97r>  
Supporting Document - <https://scambs.oc2.uk/a/sd97s>  
Supporting Document - <https://scambs.oc2.uk/a/sd97t>  
Supporting Document - <https://scambs.oc2.uk/a/sd973>  
Supporting Document - <https://scambs.oc2.uk/a/sd974>  
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Supporting Document - <https://scambs.oc2.uk/a/sd977>  
Supporting Document - <https://scambs.oc2.uk/a/sd978>  
Supporting Document - <https://scambs.oc2.uk/a/sd979>



# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday 20 April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	Objective 1.vi
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying letter of representation.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

The statement under Objective 1.vi is confusing, in asserting that vehicle access should be convenient but not direct, and would benefit from further explanation. In this regard, and as noted in connection with Objective 1.v, we would highlight the specific example of direct vehicular access for village residents to the relocated railway station, allowed for under the station planning permission, and in turn also the reference within Local Plan Policy SS/6 3 to direct road access on a limited and controlled basis.

**Completed forms must be received by 5pm on 20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	Objective 1.v
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying letter or representation.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

We wish to re-iterate our previous comments and suggest changing Objective 1.v to read:  
*There should be safe, attractive and direct routes between the Village and New Town prioritised for non-motorised users.*

**Completed forms must be received by 5pm on 20 April 2021 at:**

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Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 21
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Comment

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying representation letter.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

This has been updated to reflect the SPD, whilst supporting text (at paras. 6.21.14 and 6.21.15) acknowledges the situation agreed for U&C and the resultant need for flexibility to reflect viability and agreement on a case by case basis.

No reference is, however, made to the headline terms agreed in the context of the [REDACTED] committee resolution, which could be added in for the avoidance of doubt.

Policy WAT 21 itself needs to be strengthened through reference to viability, meeting changing needs over time and supporting text should include reference to the headline terms agreed in the context of the [REDACTED] committee resolution.

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Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Please tick: Yes  No

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<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
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<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 14: WDP 1
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

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If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying representation letter.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Revisions to the Design Principles which provide a degree of flexibility are acknowledged and welcomed. However, we wish to re-state our view that there remains potential to make this more flexible through specific reference to the scope to embrace new technologies, improve environmental performance and define areas of varying character, all of which are essential in achieving the vision for Waterbeach New Town and respecting the village's own identity.

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Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

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<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of</b> ██████████ ██████████	██████████	<b>Name of</b> <b>Agent's</b> <b>organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's</b> <b>Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 4
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying representation letter.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

It should be noted that the planning permission for relocation of the station utilises parts of these routes for village access to the new station, including approved highway works, and that a financial contribution to further works along Way Lane and St Andrews Hill is also secured in association with this planning permission, and could be used to implement such pedestrian and cycle prioritisation measures.

Extension of the area of walking to school routes shown within the associated plan requires further justification, having particular regard to the longer sections of Denny End Road and Bannold Road now included.

**Completed forms must be received by 5pm on 20 April 2021 at:**

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Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

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Part A – Your Details

Part B – Your Response

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	Paragraph. 3.11
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying letter of representation.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

It is welcomed that previous comments in respect of the character areas at WNTS and the date of the station planning permission have been reflected in the Reg. 16 document.

Reference should, however, also be made to the RLW Outline Planning Application (ref: S/2075/18/OL) having now achieved a resolution to grant permission (subject to completion of a Section 106 Agreement) at committee on 29 January 2021.

**Completed forms must be received by 5pm on 20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

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Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	Core Objective 2
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying letter of representation.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

This should refer to prioritising non-motorised users and public transport rather than non-vehicular routes.

**Completed forms must be received by 5pm on 20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday 20 April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 14: WDP 4
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Comment

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying representation letter.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

We wish to acknowledge that the additional text relating to Waterbeach New Town is a positive amendment in presenting and clarifying this distinction. However, it is considered that there remains potential to strengthen this through reference to the Waterbeach New Town SPD and in turn possibly also to the relevance of the parameters established through the respective outline planning permissions that will govern some aspects of how this principle is applied.

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Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 5
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Comment

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying representation letter.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

The overarching objective of providing safe and attractive walking and cycling routes to schools is supported. It is welcomed that some revisions to this policy have been made, in respect of avoiding the need for children having to cross primary and secondary roads to attend school being “minimised”, although it is considered that elements of this policy remain too restrictive, including reference to “not locating school entrances on through routes”. These requirements should be removed, and reference made to the need to devise an appropriate design response for each school site.

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Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

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Part A – Your Details

Part B – Your Response

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Matt Clarke</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	Boyer
<b>Address:</b>	c/o Agent	<b>Agent's Address:</b>	15 De Grey Square, De Grey Road, Colchester, Essex
<b>Postcode:</b>		<b>Postcode:</b>	CO4 5YQ
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20/04/2021

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 1
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

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If you consider that the referendum boundary should be extended, please outline your reasons.

Please see accompanying letter of representation.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Addition of sub-paragraph d: “*a direct motorised route for public transport vehicles only from Waterbeach village to Waterbeach New Town*” is welcomed in acknowledging the ability for direct public transport connections. Reference to segregation should however be removed, and instead made to prioritising non-motorised users (alongside public transport). It should also be acknowledged that the station full planning permission secures access from the village to the relocated station, allowing for pedestrian, cycle, public transport and motorised private vehicle connection, with scope for up to 50 dwellings to be served by the consented station access road (once the A10 access is in place).

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Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

20<sup>th</sup> April 2021  
Our Ref: MC/14.623

Planning Policy Team  
South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

15 De Grey Square  
De Grey Road  
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Essex  
CO4 5YQ

T 01206 769018  
F 01206 564746

[neighbourhood.planning@greatercambridgeplanning.org](mailto:neighbourhood.planning@greatercambridgeplanning.org)

Dear Sir/Madam,

**Re: Comments on Waterbeach Neighbourhood Plan (Regulation 16 – Submission Consultation Stage) on behalf of [REDACTED]**

**Introduction**

[REDACTED] is continuing to progress proposals for development of land within the Neighbourhood Plan Area as part of the allocated Waterbeach New Town site, following its promotion through the Local Plan. At an Extraordinary Planning Committee held on 29<sup>th</sup> January 2021 South Cambridgeshire District Council resolved to grant outline planning permission, subject to completion of a Section 106 Agreement, for up to 4,500 dwellings and a range of other uses, supporting facilities and infrastructure (ref: S/2075/18/OL) for the eastern part of the new town. Additionally, they have secured full planning permission for the relocated railway station that is required by the new town allocations policy in the Local Plan (ref: S/0791/18/FL), the decision for which was issued on 9<sup>th</sup> January 2020.

As such, [REDACTED] has a keen interest in the emerging Neighbourhood Plan, with particular regard to ensuring that any overlap with the new town allocation is appropriate and compatible with the existing overarching policy framework, and with the shared objective of creating an effective relationship between the existing and new communities.

Set against this background representations were made on behalf of [REDACTED] in relation to the Regulation 14 – Pre-Submission Consultation Draft Neighbourhood Plan in February 2020, prefaced with comments on the appropriate legislative framework and relevant Practice Guidance. These remarks are repeated again here, for ease of reference.

The legislative framework for the preparation and making of Neighbourhood Plans is provided by The Town and Country Planning Act 1990 (as amended). Planning Practice Guidance provides guidance on the basic conditions that need to be met in order for a Draft Neighbourhood Plan to proceed to referendum, including the following:

*“e. the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).”*



[Paragraph: 065 Reference ID: 41-065-20140306]

It goes on to expand on what is meant by the term “general conformity” as follows:

*“When considering whether a policy is in general conformity a qualifying body, independent examiner, or local planning authority, should consider the following:*

- *whether the neighbourhood plan policy or development proposal supports and upholds the general principle that the strategic policy is concerned with*
- *the degree, if any, of conflict between the draft neighbourhood plan policy or development proposal and the strategic policy*
- *whether the draft neighbourhood plan policy or development proposal provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without undermining that policy*
- *the rationale for the approach taken in the draft neighbourhood plan or Order and the evidence to justify that approach”*

[Paragraph: 074 Reference ID: 41-074-20140306]

Further guidance is provided on the issue of how policies in Local Plans are determined as being “Strategic” in this context, which includes whether the Local Plan in question explicitly identifies the policy as being strategic.

In this regard the South Cambridgeshire Local Plan (Adopted 27<sup>th</sup> September 2018) duly presents an assessment of those policies considered to be strategic for the purpose of Neighbourhood Planning, specifically at Paras. 1.19-1.20 and Appendix E, concluding that the vast majority of policies meet the relevant criteria.

This therefore includes the two principal policies related to allocation of Waterbeach New Town, as follows, although also extends to a wide range other relevant policies:

- Policy S/6 (within the Spatial Strategy Chapter) identifies “A new town north of Waterbeach” as one of “3 new strategic scale allocations” to meet the majority of the additional development needs to 2031 and beyond.
- Policy SS/6 (within the Strategic Sites Chapter) sets out detailed policies for the new strategic allocation at Waterbeach New Town.

The latter also refers to the requirement for preparation of a Supplementary Planning Document (SPD) to provide further guidance and detail on the implementation of Policy SS/6. This has subsequently been prepared and adopted (in February 2019) by South Cambridgeshire District Council, following public consultation.

It is acknowledged and welcomed that the Submission Consultation Draft Waterbeach Neighbourhood Plan recognises the basic conditions required of such plans, including the need for general conformity (at Para. 2.4) and that the Neighbourhood Plan cannot be used to stop development which is required of it by the district and national policy context (Para. 1.5).

Within the remainder of this statement representations on specific aspects of the draft Regulation 16 Neighbourhood Plan are set out, and should be read in conjunction with the accompanying response forms, for which one has been completed for each policy, objective or paragraph covered.

### **Comments on Pre-Submission Consultation Draft Neighbourhood Plan**

Set against the context outlined above the following comments are made on behalf of [REDACTED], which it is requested be considered by the Examiner when examining the Waterbeach Neighbourhood Plan.

#### **Paragraph 3.11**

At Regulation 14 stage we noted in relation to **Page 11. Second Paragraph (3.10)** that this should refer to Fen Edge Area comprising Station Quarter, Fensteads and Fenland Parks; as well as suggesting that this passage should refer to the relocated station as having been consented (highlighting that the decision notice for this was issued in January 2020).

In respect of the former issue Paragraph 3.11 in the Regulation 16 document now states “*They refer to their scheme as Fen Edge Area comprising Station Quarter, Fensteads and Fenland Parks.*” It is considered that this is a fuller and therefore more accurate description of the character areas within the Waterbeach New Town East development, and we are grateful that our previous comments have been reflected.

In respect of the station reference it is similarly noted that Paragraph 3.11 in the Regulation 16 document now states “*This was approved on 9 January 2020*” and therefore we are content that this aspect has also been addressed.

Additionally, however, we would highlight that no reference has been made within the latest consultation document to the [REDACTED] Outline Planning Application (ref: S/2075/18/OL) having now achieved a resolution to grant permission (subject to completion of a Section 106 Agreement) at committee on 29 January 2021. No doubt this was a consequence of timing, with the consultation getting underway shortly after this, but for completeness, and to ensure that the document is as accurate and up to date as possible, it is considered that the application reference and status of the application should be included.

#### **Objective 1.v**

At Regulation 14 stage we suggested changing this to read: *There should be safe, attractive and direct routes between the Village and New Town prioritised for non-motorised users.*

It is noted that no change has been made in this regard within the Regulation 16 version, and this continues to read: *There should be safe, attractive and direct non-motorised vehicular routes between the two communities.*

To clarify, the rationale for our previous comments is that there will be direct vehicular access (alongside pedestrian and cycle links) between the village and the relocated railway station, as allowed for by the station permission, and indeed it will also be desirable for there to be other direct public transport connections. This is also in line with clause 3 of Adopted Local Plan Policy SS/6 which states that “*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 with 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.*” It is considered that the current wording of this objective in the Neighbourhood Plan is not entirely consistent with the Local Plan, through the apparent exclusion of any motorised vehicle connections, which ought to be allowed on a limited and controlled basis.

We therefore wish to re-iterate these previous comments and suggest changing Objective 1.v to read: *There should be safe, attractive and direct routes between the Village and New Town prioritised for non-motorised users.*

### **Objective 1.vi**

At Regulation 14 stage we stated in respect of **Page 24. Objective 1.iv**: This statement is confusing. It says vehicle access should be convenient but not direct. It is considered that this would benefit from clarification.

Firstly we should clarify that the reference stated should have referred to Objective 1.vi and apologise for the apparent “typo” and any subsequent confusion that may have been caused.

We do, however, wish to re-iterate the view that the statement under Objective 1.vi is confusing, in asserting that vehicle access should be convenient but not direct, and would benefit from further explanation. In this regard, and as noted in connection with Objective 1.v, we would highlight the specific example of direct vehicular access for village residents to the relocated railway station, allowed for under the station planning permission, and in turn also the reference within Local Plan Policy SS/6 3 to direct road access on a limited and controlled basis.

### **Core Objective 2**

It is noted that no change to the wording of this passage has been applied to the Regulation 16 version subsequent to our comments at the Regulation 14 stage (in respect of **Page 27. Second Bullet**) that this should refer to prioritising non-motorised users and public transport rather than non-vehicular routes.

As such, and consistent with our comments above in respect of the wording on vehicular connections between the village and the new town, we wish to re-state the view that this should refer to prioritising non-motorised users and public transport rather than non-vehicular routes.



### **WAT 1 - Securing connectivity between Waterbeach village and key destinations**

At Regulation 14 stage we commented in relation to **Page 31. Policy WT1. 1.a** that this should refer to prioritising non-motorised users and public transport rather than segregation, noting that the design approach is yet to be agreed and is subject to technical constraints.

This policy has been re-numbered as Policy WAT 1 in the Regulation 16 document, although it is noted that no change has been made to the wording of 1.a.

Addition of sub-paragraph d: *“a direct motorised route for public transport vehicles only from Waterbeach village to Waterbeach New Town”* has however been made, which is welcomed in acknowledging the ability for direct public transport connections.

Consistent with our comments on other similar aspects, we wish to re-state our view that this should refer to prioritising non-motorised users and public transport (as has indeed been added) rather than segregation. Notwithstanding that SCDC have resolved to grant outline planning permission for the [REDACTED] site, which does include some access parameters (and indeed has already approved the station application), the detailed design approach for the wider Waterbeach New Town East development is yet to be agreed and is subject to technical constraints.

It is noted that the status of the [REDACTED] application, as referred to above, also needs to be updated within supporting para. 6.1.10, which states: “The remainder of the Waterbeach New Town strategic site is subject to a separate planning application from [REDACTED]”, to which we would suggest adding, “in respect of which SCDC resolved to grant outline planning permission on 29 January 2021.”

It should also be acknowledged that the station full planning permission secures access from the village to the relocated station, allowing for pedestrian, cycle, public transport and motorised private vehicle connection. Furthermore the configuration of the access road also allows for up to 50 dwellings within the new town development to also be accessed from the consented station access road, once the A10 access is in place.

### **WAT 4 - Creating and maintaining sustainable access routes to Waterbeach village Primary School**

In response to the Regulation 14 consultation we noted in respect of **Page 38. Policy WT4. 2** that Cody Road, Bannold Road and Way Lane (along with High Street) were identified as priority walking to school routes, along which increases in vehicular movements arising from proposals in the Plan area would be resisted unless accompanied by pedestrian and cycle prioritisation measures. We highlighted that it should be recognised in this regard that the consented relocation of the station utilises parts of these routes for village access to the new station, including approved highway works, and also that a financial contribution to further works along Way Lane and St Andrews Hill has been secured in association with this planning permission, and could be used to implement such pedestrian and cycle prioritisation measures.

It is understood that this has now been renumbered as Policy WAT 4 within the Regulation 16 document and is noted that sub-paragraph 1. also now includes reference to Denny End Road,



Station Road and Cambridge Road in addition to those previously listed. Routes shown on Map 6.3 have been extended accordingly, and in fact seem to encompass further areas (or portions of the roads specified). There have been no changes proposed to the wording of sub-paragraph 2.

In response we wish to re-iterate that it should be noted that the consented relocation of the station utilises parts of these routes for village access to the new station, including approved highway works, and furthermore that a financial contribution to further works along Way Lane and St Andrews Hill is also secured in association with this planning permission, and could be used to implement such pedestrian and cycle prioritisation measures.

At the same time it is considered that extension of the area of walking to school routes shown within the associated plan requires further justification, having particular regard to the longer sections of Denny End Road and Bannold Road now included.

### **WAT 5 - Creating and maintaining sustainable access route to Waterbeach New Town schools**

At the Regulation 14 consultation stage we set out in response to **Page 39. Policy WT5. 2** that, while supporting the overarching objective of providing safe and attractive walking and cycling routes to schools, reference to *“not locating school entrances on through routes”* was felt to be too restrictive. It was highlighted that reference to *“avoiding the need to cross primary and secondary roads to access school sites”* will not be possible for all residents, and it was suggested that these requirements should be removed, and reference made to the need to devise an appropriate design response for each school site.

It is understood that this has now been renumbered as Policy WAT 5. Sub-paragraph 1. now states *“Proposals which help to create and maintain pedestrian and cycle priority routes to and from Waterbeach New Town schools and discourage drop-off and pick-up by car outside Waterbeach New Town schools will be supported.”*

Sub-paragraph 2. has also been slightly re-worded to be less restrictive, requiring: *“the need for children having to cross primary and secondary roads to attend school is minimised and preferably avoided altogether”*.

In light of these revisions we wish to re-state that the overarching objective of providing safe and attractive walking and cycling routes to schools is supported. It is welcomed that some revisions to this policy have been made, in respect of avoiding the need for children having to cross primary and secondary roads to attend school being “minimised”, although it is considered that elements of this policy remain too restrictive, including reference to “not locating school entrances on through routes”. These requirements should be removed, and reference made to the need to devise an appropriate design responses for each school site.

### **WAT 14 - Waterbeach design principles: WDP 1**

At the Regulation 14 consultation stage we commented as follows in respect of **Page 66. WDP1**: The first part of this principle is supported. The second part could lead to unintended consequences.

Scope must be left in architectural detailing to embrace new technologies, improve environmental performance and define areas of varying character, both of which are essential in achieving the vision for Waterbeach New Town and respecting the villages own identity.

It is noted that that the equivalent passage in the Regulation 16 version has been slightly reworded: “They should have strong attention to architectural detailing complementary to the distinctive character of Waterbeach” (previously “typical of”).

Whilst this amendment does provide a degree of further flexibility it does not necessarily address our previous representations explicitly.

It is acknowledged that the Regulation 16 document does however refer to innovation at WDP14 as follows: “Opportunity for innovation and the creative interpretation of the design principles is encouraged, so long as the design enhances the distinctive character of Waterbeach. In the case of development coming forward as part of Waterbeach New Town, proposals should respond sensitively to the open Fenland character which surrounds it.”

However, we wish to re-state our view that there remains potential to make this more flexible through specific reference to the scope to embrace new technologies, improve environmental performance and define areas of varying character, all of which are essential in achieving the vision for Waterbeach New Town and respecting the village’s own identity.

#### **WAT 14 - Waterbeach design principles: WDP 4**

In respect of the Regulation 14 Neighbourhood Plan we made the following comments on **Page 66**.

**WDP4:** This principle is potentially contrary to the Waterbeach New Town SPD which describes the approach to building heights and massing. It is important to acknowledge that new development is seeking to deliver something of the scale and character of a new town (not a continuation of the village character) and that building form will reflect this.

It is noted that the application of the design principle has been clarified within the Regulation 16 document as follows: “*Applicable for all development in all locations. With respect to the Waterbeach New Town it is acknowledged the new town will have its own identity separate to that in Waterbeach village but, nevertheless, and in keeping with Policy SS/6 of the Local Plan, the design approach should be an appropriate response to existing local character including that in Waterbeach village.*”

We wish to acknowledge that the additional text relating to Waterbeach New Town is a positive amendment in presenting and clarifying this distinction. However, it is considered that there remains potential to strengthen this through reference to the Waterbeach New Town SPD and in turn possibly also to the relevance of the parameters established through the respective outline planning permissions that will govern some aspects of how this principle is applied.

#### **WAT 21 - Housing mix**

At Regulation 14 stage commented in relation to **Page 89. Policy WH19. Second bullet point** our view that: Flexibility should be added to the statement that 40% of market housing and a majority of

the affordable housing properties to comprise 1 or 2 bedroom homes to reflect changing needs over time and to allow an appropriate mix to be defined spatially across the New Town.

It is noted that this has now been renumbered as Policy WAT 21 and updated to reflect the SPD, whilst supporting text (at paras. 6.21.14 and 6.21.15) acknowledges the situation agreed for U&C and the resultant need for flexibility to reflect viability and agreement on a case by case basis.

No reference is, however, made to the headline terms agreed in the context of the [REDACTED] committee resolution, which could be added in for completeness and the avoidance of doubt in this regard.

It is therefore considered that Policy WAT 21 needs to be strengthened further with reference to viability, meeting changing needs over time and the headline terms agreed in the context of the [REDACTED] resolution.

Should you have any queries on the comments set out above please do not hesitate to contact me.

Yours faithfully,

[REDACTED]

**Matt Clarke**  
**Head of Boyer Colchester**

Tel: [REDACTED]

Email: [REDACTED]

68713

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Cambridgeshire Local Access Forum**Date received:** 20/04/2021 via Email**Summary:**

Cambridgeshire LAF welcomes opportunity to provide input into Waterbeach Neighbourhood Plan and how it might be revised and improved to better reflect existing and potential future use of the non-motorised transport network across Parish of Waterbeach.

Recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. Pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended.

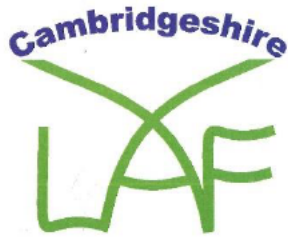
We have the following specific points to make about the plan:

1. Footpaths need to be safe and the footpath at the exit from Car Dyke Road on to the A10 isn't (a baby was killed there recently, and mother is still in hospital).
2. We have concerns about the route of the proposed busway out from Cambridge needing to have houses demolished.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96z>



## Cambridgeshire Local Access Forum

██████████  
c/o Cambridgeshire County Council  
Flood & Biodiversity Team  
Shire Hall SH1315  
Castle Street  
CB3 0AP

Tel: 01223 715686

Email: [claf@cambridgeshire.gov.uk](mailto:claf@cambridgeshire.gov.uk)

Tuesday 20<sup>th</sup> April 2021

### **Waterbeach Neighbourhood Plan consultation**

The Cambridgeshire Local Access Forum (CLAF) was established through the statutory provisions of the Countryside and Rights of Way Act 2000 and its remit is to advise relevant bodies as defined in Section 94(4) of the Countryside and Rights of Way Act 2000 on matters relating to access to the countryside. Section 94(4) bodies are required by the legislation to take the views of the Local Access Forum into account.

The Cambridgeshire LAF welcomes this opportunity to provide input into the Waterbeach Neighbourhood Plan and how it might be revised and improved to better reflect the existing and potential future use of the non-motorised transport network across the Parish of Waterbeach.

We recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. We are also pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended.

We have the following specific points to make about the plan:

1. Footpaths need to be safe and the footpath at the exit from Car Dyke Road on to the A10 isn't (a baby was killed there recently, and mother is still in hospital).
2. We have concerns about the route of the proposed busway out from Cambridge needing to have houses demolished.

The CLAF would be happy to discuss further our concerns and how we might resolve these issues.

Yours sincerely

██████████  
██████████

68681

Object

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Sarah Smart

**Date received:** 19/04/2021 via Email

**Summary:**

Proper procedures were not followed by Waterbeach Parish Council to agree that a Neighbourhood Plan was done or the in agreeing the area for designation. The submitted plan, subject to this consultation , is out of date and does not reflect the current situation of the designated area, the management of surface water or sewage treatment.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96t>



# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

[neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	
<b>Name of organisation:</b> (if applicable)		<b>Name of Agent's organisation:</b> (if applicable)	
<b>Address:</b>	██████████ ██████████ ██████████	<b>Agent's Address:</b>	
<b>Postcode:</b>	██████████	<b>Postcode:</b>	
<b>Email:</b>	████████████████████	<b>Email:</b>	
<b>Telephone:</b>	██████████	<b>Telephone:</b>	
<b>Signature:</b>		<b>Date:</b>	

If you are submitting the form electronically, no signature is required.

**For office use only**

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input checked="" type="checkbox"/> Comment

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

I am objecting to Waterbeach Neighbourhood Plan (WNP) as I consider that it is flawed from the outset in that the public have not been properly involved.

There is no formal proposal on an agenda of Waterbeach Parish Council that a Neighbourhood Plan be done and no formal proposal to consider and agree the Application to Designate a Neighbourhood Area. SCDC Legal Compliance document dated February 2021 notes that at a meeting on 18<sup>th</sup> August 2015 'a joint working agreement was agreed between Waterbeach Parish Council and South Cambridgeshire District Council setting out how the two councils would work together'. Note: The Area was designated on 10<sup>th</sup> August, 2015 without proper procedure by the parish council. Waterbeach Parish Council Newsletters are **not** delivered to all households in the parish, leaflets in shops/pubs etc., on noticeboards and publishing on web sites and Facebook are not a guaranteed way of consulting with residents merely a tick box approach to claim proper consultation. Many residents do not frequent the village facilities, may not look at the noticeboards (particularly in the last year) or look at the web site or Facebook. The few households (max. 4) evidenced by the WNP minutes and the number, approximately 0.02% of the population, attending the Annual Parish Meeting in July 2014 when the 'idea of WTP was floated' (as per the Application to Designate) suggests that there is little support or enthusiasm for a Neighbourhood Plan.

Facts within the Application to Designate a Neighbourhood Area are either misleading, incorrect or out of date;

*Flooding and Drainage: 'much of the area is low lying and prone to flooding and the pumping capacity (of the Waterbeach Internal Drainage Board pumps) is limited meaning the flooding risk and surface water drainage are significant issues.'* It is of concern that this statement has been made without referral to Waterbeach IDB's engineer. As a member of the Board I am familiar with the fact that the pumping stations have a maximum pumping capacity designed on the area of land drained to each pumping station serving Waterbeach and based on Greenfield run off of 1.1 litres/second/ha. Capacity of the pumping stations is protected from reaching capacity by the requirement on new developments by the Board that they satisfy the design capacity laid down to mitigate water flow from the development to Greenfield run off.

*Former Barracks Area*: the statement renders the application out of date as it does not reflect the current status - the area of the Former Barracks now has planning permission for a new town of 6000 houses with a further decision by SCDC planning committee recommending approval and delegating final approval to the planning officers - which may result in the boundary of Waterbeach changing within the period of time of any Neighbourhood plan now adopted

Apart from the objections above based on procedural issues and misleading statements the submitted WNP covers areas of design and identity of the new town on the former barracks area which are covered in the Local Plan and areas of green space which it is unnecessary to include as the areas are protected by the local plan and NPFA. Without highlighting all of the areas within the submitted plans which are unnecessary and do not reflect the current status I lodge my objections and suggest that the Plan is rejected and it is recommended that a resubmission is made which can demonstrate proper practice of the Parish Council, improved involvement with the residents of Waterbeach and more inclusive consultation. (If I had not been clerk of a parish council listed as consultee I would not have known about this consultation.)

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Proper procedures were not followed by Waterbeach Parish Council to agree that a Neighbourhood Plan was done or the in agreeing the area for designation. The submitted plan, subject to this consultation, is out of date and does not reflect the current situation of the designated area, the management of surface water or sewage treatment

**Completed forms must be received by 5pm on 13/20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

68643

Comment

**Waterbeach Neighbourhood Plan, Introduction ; Policy Context****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:****Mapping**

In earlier comments to the Waterbeach Neighbourhood Plan we had suggested to the Parish Council that they should include a map to cover the whole of their parish to provide a comprehensive Policies Map. The Submission Plan does not include such a map that brings together all the site allocations and site-specific issues. Practitioners generally find it useful to go to a single point for land related designations, such as in a Policies Map with more detailed Inset Maps for areas where there are a number of policy designations, rather than have a number of maps to look at that are dotted through a Plan.

We also highlighted that any map showing the intention of policies in the Plan show be accurate and at a scale large enough to be clearly seen. We consider that the Plan would benefit if a Policies Map at A3 scale were included so that it is easy to read for a future user of the Plan. Alternatively consideration could be given to the approach used in our Local Plan Policies Map where individual villages can be covered by several A4 maps at legible and easy to read scales.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68644

Comment

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### Waterbeach Neighbourhood Plan, Introduction ; Policy Context

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Glossary

The Submission draft has not included a comprehensive glossary which may be helpful to explain a number of specific planning terms used in the Plan that the local community may not be familiar with.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>



68645

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

General comments on the Plan

It would be helpful if the Summary of Policies and Lists of Maps, Figures and Tables included page numbers to improve the navigation through the Plan

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68646

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Table 2.1

We are always hesitant/concerned when a neighbourhood plan only highlights some policies in the Local Plan as being relevant as this implies others are of lesser importance.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68647

Comment

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Map 2.1 and 2.2

We would suggest that these maps should be at a larger scale to clearly show the boundaries of the Local Plan designations.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68648

Comment

**Waterbeach Neighbourhood Plan, Vision and objectives****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

10. References in the vision to new development not being overbearing or overwhelming are unclear in applicability to the new town as are references to development complementing rural vistas and the existing Fen Edge landscape. We had suggested in earlier comments that the vision should make reference to the vision for the new town included in the adopted Waterbeach New Town Supplementary Plan. This has not been referred to in either the vision or the supporting text.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68649

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Policy WAT 2 Pedestrian and cycle route from Waterbeach village railway station to relocated railway station

As there is only one part to this policy there is not a need for the '1' within the policy

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68650

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT4 - Creating and maintaining sustainable access routes to Waterbeach village primary school.

Map 6.3 – Mention is made in the policy of particular roads which are indicated on Map 6.3. Whilst it is obvious from the key that these roads are those marked in red would it also be useful for the specific roads to be named in the map for those not familiar with Waterbeach?

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>



68651

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 5 Creating and Maintaining Sustainable Access Routes to Waterbeach New Town schools

- Part 2 of policy: The references to the location of schools and that children should not have to cross primary and secondary roads to get to school are not considered to be practicable or in general conformity with the Local Plan policy SS/6 'Waterbeach New Town' sections 1 and 17 which states that an SPD will be prepared for the new town to establish the broad location of key components of the new town or with the spatial framework diagram which identifies school locations and a primary and secondary road layout.

- We had suggested amendments to part 2 of the policy which have not been included. These amendments are as follows 'To assist this, as far as practicable, school entrances should not be located beside through roads. Additionally, the new town should be arranged, as far as practicable and in general conformity with the Spatial Framework Diagram included in the Waterbeach Supplementary Planning Document, such that the need for children having to cross primary and secondary roads to attend school is minimised and preferably avoided altogether.....'

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68652

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT6 Improving road safety in Waterbeach village

Table 6.1 and Policy – There are many roads mentioned in the policy but without a knowledge of the parish it is not possible to know where they are. Map 6.4 does show these hotspots but it is not at a scale that it is easy to read – it would help if it was at A4.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68654

Comment

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Policy WAT 9 Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way network and bridleways

Part 1 – Should the map reference be 6.6 not 6.5?

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68653

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 7 – An accessible Village and Town

Part 1b of policy: Query whether the requirement for a bus shuttle service to the new railway station can be justified by appropriate evidence regarding need for the service and viability as is generally required by national planning policy and advice. Reference could be made in the policy to ensuring the provision at the station of suitable and secure mobility scooter parking. The new railway station was granted planning permission without such provision and no evidence has been referenced in respect of the need for such provision or its effect on viability. The station permission expires in January 2023. They will need to commence development by then to keep the permission alive. If the applicant needs to apply again then this policy could come into play.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68665

Comment

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**Waterbeach Neighbourhood Plan, Planning Policies - Housing**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

Policy WAT 23 Allocation of affordable housing at Waterbeach New Town.

We suggested changes to this policy wording much of which has been done

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68666

Comment

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**Waterbeach Neighbourhood Plan, Planning Policies - Housing**

**Respondent:** South Cambridgeshire District Council

**Date received:** 14/04/2021 via Email

**Summary:**

27. Policy WAT 24 Waterbeach park homes

Would it be helpful to have a map showing where the existing park homes are located within the parish?

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68655

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Village Heart****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 11 Public Realm improvements in the Village Heart –

- Would it be helpful in the supporting text to briefly describe each of the public realm areas from 1-5 shown on Map 6.8 and then refer to each in turn in the policy? It may help to include a photograph showing each area too. Area 1 appears not to be included in the policy?
- It would help the future users of the Plan if Map 6.8 was annotated to show particular features such as where the existing bus stop is on Greenside; where it would be helpful to have resident access only and where the public house is located.
- In paragraph 6.11.4 reference is made to the Community Aspiration Chapter (chapter 7) – this is now chapter 8.

**Full text:**

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**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>



68656

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Employment****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 13 Denny Abbey Industrial Estate and Cambridge Innovation Park

- Would it be helpful to have an inset map to show where these sites are located within the parish and their extent. In the Cambridge Innovation Park there is a recent application in for 3 new buildings at the Park. It would be useful to know if this area is included in the policy and whether they envisage further development beyond this. (BC Test)
- The supporting text does not fully justify the content of the policy especially in relation to the Cambridge Innovation Park. (BC test)
- Bullet point a – Our landscape officer has suggested that this policy could benefit from an addition to this point - ‘... high quality landscaped frontage to Denny End Road.’

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68657

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 14- Waterbeach design principles.

- Second part of policy – There is no definition of what is meant by 'contribute in a positive way'. How would a planning officer when determining an application know what this means? We had suggested that this term could be replaced by 'have regard to'. (BC test)
- The Waterbeach Heritage and Character Assessment is one of the evidence documents for the Plan and is mentioned in the policy. We would query the weight that can be given to a planning policy that includes this assessment since the opportunity has not been given to interested stakeholders/parties to challenge the contents of this document. If there is key information that a developer should be aware of in this assessment they would be best summarised and included within the Plan. The supporting text does include some of the contents of the assessment and also that of the Design Principles document which is not specifically mentioned in the policy. This makes for confusing reading. Each has slightly different distinct areas identified in the parish. It would be necessary to cross refer to each of the actual document to find the details. A Plan should be easy to use and not expect the user to have to consult several other documents.
- The policy is for all development proposals in the plan area. For Waterbeach new town, there already exists the design guidance in policy SS/6 of the Local Plan (adopted in 27/09/2018) and the adopted (in 06/02/2019) 'Waterbeach New Town' SPD which contain suitable policies and guidance to guide the future design, layout, landscaping and use of materials in its development and has been subject to extensive consultation. It would not be necessary to provide such additional design guidance for the New Town area. The policy wording could be amended to reflect this.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68658

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

20. Policy WAT 14 – Schedule 1

- It is suggested that the status of the design principles would be clearer if they were to be included within the policy rather than in the explanatory text of the policy. They are from the Design Principles document which is part of the evidence base for your Plan. (BC test)
- Design Principles WDP1, WDP4, WDP8 and WDP14 - These design principles seek to guide and restrict the design, layout and use of materials in the new town by reference to the existing village of Waterbeach despite the new town on completion being considerably larger in area and population and a clearly a construct of the 21st century rather than of organic growth over many centuries. In practice the new town will have its own distinct identity and character as is made clear by sections 2 and 9 of Local Plan policy SS/6 Waterbeach New Town.

In order for the Neighbourhood Plan to be in general conformity with policies SS/6 and HQ1 Design Principles of the Local Plan these particular design principles should not apply to the development of the new town. The Local Plan and the Waterbeach New Town SPD already contain suitable policies and guidance to guide the future design, layout, landscaping and use of materials in its development.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68659

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

- Design principle WDP5 - As written this principle would apply to uncontroversial domestic extensions and alterations to modern 'suburban' type buildings with limited heritage, aesthetic or cultural value (in circumstances where planning permission is required), and so be unduly burdensome to local residents and businesses. The safeguards it is seeking to secure are already addressed by the policies of the Local Plan and by other elements of WHCD13. Suggest that this design principle be deleted or made more specific.
- WDP7 – Our landscape officer has suggested that as hedgerows are also important particularly on the edge of the village this could be added to this principle.
- WDP8 – Also a suggestion that the boundary planting should be mixed native hedgerows.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68660

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT15 Development and landscape quality

- Part 1 of policy - It was suggested that rather than using the term 'they accord' to use 'have regard to' as this is more of a usual planning term.

- It is suggested that the status of the landscape principles provided in Schedule 2 would be clearer if they were to be included within the policy rather than in the explanatory text of the policy.

- Character Area table 1 - Our landscape officer has suggested some amendments to principles within this table

- i. Bullet 3 – What are the prominent landscape features, views and landmarks? For a future user of the Plan it may be helpful to have a map indicating the key features in the parish from the WHCA Design Principles document.

- ii. Bullet 4 – Suggestion that reference is made to a management and maintenance plan.

- iii. Bullet 5 – This should be indicating protecting and retaining landscape features

- iv. Bullet 6 – Suggestion that the proportion of front garden should reflect the existing layout.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68661

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 17 Protected Village Amenity Area of green space at main entrance to the barracks off Denny End Road

The wording of this policy could be simplified if reference was made to the relevant PVAA policy in the Local Plan – NH/11 after the second line ‘... designated as a protected village amenity area under Policy NH/11 of the Local Plan’. There is no requirement then to repeat the requirements of Policy NH/11 in this policy. The title too could be simplified as the term green space detracts from the PVAA designation. Map 6.11 also refers to green space rather than new PVAA

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68662

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 18 Protected open space in Waterbeach village

We are unsure of the distinction between these open spaces and that protected in WAT 17. As long as the areas are within the development framework they could be considered as PVAAs. Allotments and the Recreation Ground will already be protected from development under the Local Plan Policy SC/8 Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards.

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>



68663

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

24. Policy WAT 20 – Sites of value to biodiversity

- The policy specifically asks applicants to retain and enhance the biodiversity value of the network of deciduous woodland species and habitats in the parish. It is unclear why these have been highlighted. What evidence has been provided to justify this within the policy?
- Map 6.13 does not appear to show any County Wildlife Sites although a symbol in the key. Our ecology team has indicated that within the parish there are a number of County Wildlife Sites and these should be referenced clearly in the Plan and shown on this map - River Cam CWS (east), Clayhithe Pollard Willows CWS (south-east) and Beach Ditch and Engine Drain CWS (north-west)

**Full text:**

-

**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

68664

Comment

**Waterbeach Neighbourhood Plan, Planning Policies - Housing****Respondent:** South Cambridgeshire District Council**Date received:** 14/04/2021 via Email**Summary:**

Policy WAT 21 Housing Mix

The housing mix of a new town of approximately 8,000-9,000 dwellings cannot sensibly be determined by the household characteristics of a much smaller existing village of 2,070 dwellings. The new town is intended to address local and sub-regional needs over a number of decades and the second bullet point of the policy which requires 40% of market homes and a majority of affordable homes to comprise 1 or 2 bedroom homes is considered to be too rigid and inflexible in respect of both the market and affordable housing mix and should be deleted. Needs and demand can change over time and can be influenced by external factors such as the 'bedroom tax' which could potentially change in the future. The proposed policy approach is not considered to be in general conformity with Local Plan policy H/9 Housing Mix.

**Full text:**

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**Attachments:** Waterbeach Neighbourhood Plan -response to consultation on the submission plan by SCDC - <https://scambs.oc2.uk/a/sd95h>

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL  
RECORD OF CHIEF OFFICER/HEAD OF SERVICE DECISION**

This form should be used to record key and other decisions made by Chief Officers and Heads of Service. The contact officer will ensure that the signed and completed form is given to Democratic Services as soon as reasonably practicable after the decision has been taken.

A key decision shall not be taken unless notice of the item has been published at least 28 days before the decision is to be taken except where:

- a General Exception notice has been published under Rule 15 of the Access to Information Procedure Rules and the Chairman of Scrutiny and Overview Committee has been informed in writing; or
- where a Special Urgency notice has been published under Rule 16 of those Rules and the Chairman of Scrutiny and Overview Committee has agreed the decision is urgent.

Unless permission has been obtained from the Chairman of Council and the Chairman of the Scrutiny and Overview Committee that a key decision may be treated as a matter of urgency under Rule 12.19 of the Scrutiny and Overview Committee Procedure Rules, any key decision will come into force, and may then be implemented, on the expiry of five working days after the publication of the decision, unless called in under Rule 7 of the Budget and Policy Framework Procedure Rules or Rule 12 of the Scrutiny and Overview Committee Procedure Rules. Where consent has been obtained to exempt the decision from call-in, this will be specified below. Only key decisions of an officer are subject to call-in.

<b>Decision Taker</b>	Lead Cabinet Member for Planning
<b>Subject Matter</b>	Waterbeach Neighbourhood Plan - response to consultation on the submission plan
<b>Ward(s) Affected</b>	Waterbeach
<b>Date Taken</b>	8 April 2021
<b>Contact Officer</b>	Alison Talkington Senior Planning Policy Officer Contact: <a href="mailto:Alison.Talkington@greatercambridgeplanning.org">Alison.Talkington@greatercambridgeplanning.org</a> / 01954 713182 / mobile 07514 926521
<b>Date Published</b>	xx April 2021
<b>Call-In Expiry/Exempt from call-in</b>	
<b>Key Decision?</b>	No
<b>In Forward Plan?</b>	No – delegated decision for Lead Cabinet Member for Planning
<b>Urgent?</b>	Decision must be made by 20 April 2021

<b>Purpose / Background</b>
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## **Purpose**

1. The purpose of this report is to agree the Council's response to the public consultation on the submission version of the Waterbeach Neighbourhood Plan. The consultation runs for 9 weeks from 16 February until 20 April 2021.

## **Background**

2. The Waterbeach Neighbourhood Area was designated on 10 August 2015. The neighbourhood area is for the whole parish of Waterbeach and therefore includes the strategic new town allocation from the adopted Local Plan 2018. At the same time as the neighbourhood area was designated a 'Joint Working Agreement' was formally agreed between the Parish Council and South Cambridgeshire District Council (SCDC) which set out how the two councils would work together.
3. Officers provided informal comments on earlier drafts of the Neighbourhood Plan ahead of the formal pre-submission consultation process and recognise the hard work that those on the steering group of the neighbourhood plan have put into preparing the Plan. This group has strived to ensure that the whole village had an opportunity to have an input into the final Plan.
4. A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening was undertaken on a draft version of the Neighbourhood Plan, and a screening determination was published in March 2020.
5. Pre-submission public consultation on the draft Neighbourhood Plan was undertaken by the Parish Council from 13 January to 24 February 2020. Officers provided a formal response to the consultation, providing constructive comments about the Neighbourhood Plan to assist the neighbourhood plan group with finalising the Neighbourhood Plan. Officers have met with the steering group to discuss how these comments and the current submitted Plan has taken most of them into account. The parish has taken their plan forward in a positive way.
6. The parish council has also had an independent health check of their Plan carried out once they had prepared a revised version of their Plan following the pre-submission consultation. This was carried out by an experienced neighbourhood plan examiner, Ann Skippers, who considered the Plan to be presented well with clear differentiation of planning policies and a clearly articulated vision. She considered each policy and suggested some changes to the Plan that have been considered by the parish council in preparing the submission version of their Plan.
7. On 2 February 2021, Waterbeach Parish Council submitted their Neighbourhood Plan to SCDC. Officers have confirmed, as set out in the Legal Compliance Check for the Neighbourhood Plan that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making.
8. We therefore were able to carry out a consultation on the Waterbeach Neighbourhood Plan from 16 February until 20 April 2021.
9. Officers, in conjunction with Waterbeach Parish Council, are in the process of appointing an independent examiner to consider this Neighbourhood Plan. All comments submitted

during the public consultation on the submission version of the Neighbourhood Plan will be provided to the examiner for their consideration.

### Considerations

10. The Waterbeach Neighbourhood Plan has been prepared by Waterbeach Parish Council to provide planning policies for development in the area, with the aim of providing greater clarity when determining planning applications in the area. The Neighbourhood Plan includes 24 planning policies that cover a range of issues including:

- (i) Securing connectivity between Waterbeach village and key destinations;
- (ii) Creating and maintaining sustainable access routes to the relocated railway station and to Waterbeach village Primary School and to the new town's schools;
- (iii) Maintaining and enhancing a vibrant village heart
- (iv) Denny End Industrial Estate and Cambridge Innovation Park
- (v) Waterbeach Design Principles
- (vi) Important edge of settlement sites in Waterbeach village
- (vii) Protecting village amenity areas and open space
- (viii) Sites of value to biodiversity
- (ix) Housing mix
- (x) Rural exception site affordable housing in Waterbeach parish
- (xi) Allocation of affordable housing at Waterbeach New Town

11. To successfully proceed through its examination to a referendum, a Neighbourhood Plan must meet a number of tests known as the 'Basic Conditions'. These tests are different to the tests of soundness that a Local Plan must meet. The Basic Conditions are set out in national planning guidance and are summarised as follows:

- (a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan.
- (b) the making of the Neighbourhood Plan contributes to the achievement of sustainable development.
- (c) the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area.
- (d) the making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
- (e) prescribed conditions are met in relation to the Neighbourhood Plan, including that the making of the neighbourhood plan is not likely to have a significant effect on a European wildlife site or a European offshore marine site either alone or in combination with other plans or projects.
- (f) the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

Our Neighbourhood Planning Toolkit includes Guidance Note 11 (What are the Basic Conditions and How to Meet Them), which sets out further details on each of the Basic Conditions. When a Neighbourhood Plan is submitted to the local planning authority it must be accompanied by a Basic Conditions Statement that sets out how the Parish Council considers that their Neighbourhood Plan meets the Basic Conditions.

12. When considering a Neighbourhood Plan, the examiner will assess whether or not the Neighbourhood Plan meets the Basic Conditions. When an examiner recommends that

the Neighbourhood Plan should proceed to referendum (if it meets the Basic Conditions, with or without modifications), the examiner's report must also set out whether the referendum area should be extended beyond the neighbourhood area. Comments made during the current consultation on the submission version of the Neighbourhood Plan, which will be provided to the examiner for their consideration, should therefore address whether the submitted Neighbourhood Plan meets the Basic Conditions and can also address whether the referendum area should be extended beyond the neighbourhood area.

13. SCDC is fully supportive of Parish Councils bringing forward Neighbourhood Plans for their areas, including Waterbeach Parish Council's decision to prepare a Neighbourhood Plan, and officers have been supporting the Parish Council in the plan's preparation. The Council's proposed response to this public consultation on the submission version of the Neighbourhood Plan is set out in Appendix 1.
14. SCDC is supportive of the aims of the Waterbeach Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Waterbeach PC in reaching this stage of submitting their Plan to us for examination. We are aware that alongside the preparation of the neighbourhood plan there have been many other planning issues for the parish council to discuss - planning applications for the proposed new town for them to comment upon and this will have taken time for them to consider the implication for their local community.
15. If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the designated Neighbourhood Area as the planning policies included in the plan would not have a substantial, direct or demonstrable impact beyond the parish.

**Declaration(s) of Interest**

***Record below any relevant interest declared by any executive Member consulted or by an officer present in relation to the decision.***

None

**Dispensation(s)**

***In respect of any conflict(s) of interest declared above, record below any dispensation(s) granted by the Council's Standards Committee.***

None

**Consultation**

***Record below all parties consulted in relation to the decision.***

Ward Councillors

**Other Options Considered and Reasons for Rejection**

The option of not sending a response from SCDC was rejected as this Council has a duty to provide advice and assistance to groups preparing neighbourhood plans.

**Final decision**

To agree the response from SCDC set out at Appendix 1

**Reason(s)**

The response is intended to provide the independent examiner with SCDC's comments on the Waterbeach Neighbourhood Plan.

Signed	Name (CAPITALS)	Signature	Date
Lead Cabinet Member (where required by the Constitution)	Cllr Tumi Hawkins	<i>Cllr T Hawkins</i>	7 April 2021
Chief Officer/Head of Service	Stephen Kelly	<i>SJ Kelly</i>	8 April 2021

Further Information
<p>Appendix 1: SCDC response to the Waterbeach Submission Neighbourhood Plan</p> <p><b>Background documents</b>  <a href="#">Formal Agreement</a> between Waterbeach Parish Council and SCDC – August 2015  <a href="#">Waterbeach Neighbourhood Plan – Submission version</a> Jan 2021</p>



## **APPENDIX 1**

### **South Cambridgeshire District Council's response to the consultation on the submission Waterbeach Neighbourhood Plan**

1. South Cambridge District Council (SCDC) is taking the opportunity to provide the examiner of the Waterbeach Neighbourhood Plan with the local planning authority's comments on the submission version of the plan.
2. SCDC has worked closely with Waterbeach Parish Council (PC) as they have been preparing their plan. We appreciate the hard work that has gone into getting their neighbourhood plan this far along the process. There have been meetings with the neighbourhood plan team to discuss the plan as it has evolved. SCDC has provided constructive comments to the team at these meetings followed up by detailed notes to assist them in their plan making.
3. SCDC is pleased that many of the comments that were made during the pre-submission consultation (Regulation 14) have resulted in changes to the Submission version of the Waterbeach Neighbourhood Plan. The comments contained in this Appendix are identified either as matters that relate directly to whether, in our opinion, the Plan meets the Basic Conditions or as matters that would help the use of the Plan in practice. Those comments relating to meeting the Basic Conditions test are identified as follows – (BC test) and the other comments as (Non-BC test)

#### *Mapping – (BC Test)*

4. In earlier comments to the Waterbeach Neighbourhood Plan we had suggested to the Parish Council that they should include a map to cover the whole of their parish to provide a comprehensive Policies Map. The Submission Plan does not include such a map that brings together all the site allocations and site-specific issues. Practitioners generally find it useful to go to a single point for land related designations, such as in a Policies Map with more detailed Inset Maps for areas where there are a number of policy designations, rather than have a number of maps to look at that are dotted through a Plan.
5. We also highlighted that any map showing the intention of policies in the Plan show be accurate and at a scale large enough to be clearly seen. We consider that the Plan would benefit if a Policies Map at A3 scale were included so that it is easy to read for a future user of the Plan. Alternatively consideration could be given to the approach used in our Local Plan Policies Map where individual villages can be covered by several A4 maps at legible and easy to read scales.

#### *Glossary (Non-BC test)*

6. The Submission draft has not included a comprehensive glossary which may be helpful to explain a number of specific planning terms used in the Plan that the local community may not be familiar with.

#### *Comments on the Plan*

7. It would be helpful if the Summary of Policies and Lists of Maps, Figures and Tables included page numbers to improve the navigation through the Plan (Non-BC test)
8. Table 2.1 – We are always hesitant/concerned when a neighbourhood plan only highlights some policies in the Local Plan as being relevant as this implies others are of lesser importance. (Non-BC test)
9. Maps 2.1 and 2.2 – We would suggest that these maps should be at a larger scale to clearly show the boundaries of the Local Plan designations. (BC test)

#### *Vision and Objectives (Non-BC Test)*

10. References in the vision to new development not being overbearing or overwhelming are unclear in applicability to the new town as are references to development complementing rural vistas and the existing Fen Edge landscape. We had suggested in earlier comments that the vision should make reference to the vision for the new town included in the

adopted Waterbeach New Town Supplementary Plan. This has not been referred to in either the vision or the supporting text.

*Comments on the planning policies – Chapter 6*

**Transport Policies**

11. Policy WAT 2 Pedestrian and cycle route from Waterbeach village railway station to relocated railway station
  - As there is only one part to this policy there is not a need for the '1' within the policy. (Non BC test)
12. Policy WAT4 - Creating and maintaining sustainable access routes to Waterbeach village primary school.
  - Map 6.3 – Mention is made in the policy of particular roads which are indicated on Map 6.3. Whilst it is obvious from the key that these roads are those marked in red would it also be useful for the specific roads to be named in the map for those not familiar with Waterbeach? (Non-BC test)
13. Policy WAT 5 Creating and Maintaining Sustainable Access Routes to Waterbeach New Town schools
  - Part 2 of policy: The references to the location of schools and that children should not have to cross primary and secondary roads to get to school are not considered to be practicable or in general conformity with the Local Plan policy SS/6 'Waterbeach New Town' sections 1 and 17 which states that an SPD will be prepared for the new town to establish the broad location of key components of the new town or with the spatial framework diagram which identifies school locations and a primary and secondary road layout. (BC test)
  - We had suggested amendments to part 2 of the policy which have not been included. These amendments are as follows 'To assist this, as far as practicable, school entrances should not be located beside through roads. Additionally, the new town should be arranged, as far as practicable and in general conformity with the Spatial Framework Diagram included in the Waterbeach Supplementary Planning Document, such that the need for children having to cross primary and secondary roads to attend school is minimised and preferably avoided altogether.....' (BC Test)
14. Policy WAT6 Improving road safety in Waterbeach village
  - Table 6.1 and Policy – There are many roads mentioned in the policy but without a knowledge of the parish it is not possible to know where they are. Map 6.4 does show these hotspots but it is not at a scale that it is easy to read – it would help if it was at A4. (BC Test)
15. Policy WAT 7 – An accessible Village and Town
  - Part 1b of policy: Query whether the requirement for a bus shuttle service to the new railway station can be justified by appropriate evidence regarding need for the service and viability as is generally required by national planning policy and advice. Reference could be made in the policy to ensuring the provision at the station of suitable and secure mobility scooter parking. The new railway station was granted planning permission without such provision and no evidence has been referenced in respect of the need for such provision or its effect on viability. The station permission expires in January 2023. They will need to commence development by then to keep the permission alive. If the applicant needs to apply again then this policy could come into play. (BC test)
16. Policy WAT 9 Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way network and bridleways
  - Part 1 – Should the map reference be 6.6 not 6.5? (Non BC Test)

17. Policy WAT 11 Public Realm improvements in the Village Heart –

- Would it be helpful in the supporting text to briefly describe each of the public realm areas from 1-5 shown on Map 6.8 and then refer to each in turn in the policy? It may help to include a photograph showing each area too. Area 1 appears not to be included in the policy? (BC Test)
- It would help the future users of the Plan if Map 6.8 was annotated to show particular features such as where the existing bus stop is on Greenside; where it would be helpful to have resident access only and where the public house is located.
- In paragraph 6.11.4 reference is made to the Community Aspiration Chapter (chapter 7) – this is now chapter 8.

18. Policy WAT 13 Denny Abbey Industrial Estate and Cambridge Innovation Park

- Would it be helpful to have an inset map to show where these sites are located within the parish and their extent. In the Cambridge Innovation Park there is a recent application in for 3 new buildings at the Park. It would be useful to know if this area is included in the policy and whether they envisage further development beyond this. (BC Test)
- The supporting text does not fully justify the content of the policy especially in relation to the Cambridge Innovation Park. (BC test)
- Bullet point a – Our landscape officer has suggested that this policy could benefit from an addition to this point - ‘... high quality **landscaped** frontage to Denny End Road.’

19. Policy WAT 14- Waterbeach design principles.

- Second part of policy – There is no definition of what is meant by ‘contribute in a positive way’. How would a planning officer when determining an application know what this means? We had suggested that this term could be replaced by ‘have regard to’. (BC test)
- The Waterbeach Heritage and Character Assessment is one of the evidence documents for the Plan and is mentioned in the policy. We would query the weight that can be given to a planning policy that includes this assessment since the opportunity has not been given to interested stakeholders/parties to challenge the contents of this document. If there is key information that a developer should be aware of in this assessment they would be best summarised and included within the Plan. The supporting text does include some of the contents of the assessment and also that of the Design Principles document which is not specifically mentioned in the policy. This makes for confusing reading. Each has slightly different distinct areas identified in the parish. It would be necessary to cross refer to each of the actual document to find the details. A Plan should be easy to use and not expect the user to have to consult several other documents. (BC test)
- The policy is for all development proposals in the plan area. For Waterbeach new town, there already exists the design guidance in policy SS/6 of the Local Plan (adopted in 27/09/2018) and the adopted (in 06/02/2019) ‘Waterbeach New Town’ SPD which contain suitable policies and guidance to guide the future design, layout, landscaping and use of materials in its development and has been subject to extensive consultation. It would not be necessary to provide such additional design guidance for the New Town area. The policy wording could be amended to reflect this. (BC test)

20. Policy WAT 14 – Schedule 1

- It is suggested that the status of the design principles would be clearer if they were to be included within the policy rather than in the explanatory text of the policy. They are from the Design Principles document which is part of the evidence base for your Plan. (BC test)

- Design Principles WDP1, WDP4, WDP8 and WDP14 - These design principles seek to guide and restrict the design, layout and use of materials in the new town by reference to the existing village of Waterbeach despite the new town on completion being considerably larger in area and population and a clearly a construct of the 21st century rather than of organic growth over many centuries. In practice the new town will have its own distinct identity and character as is made clear by sections 2 and 9 of Local Plan policy SS/6 Waterbeach New Town.

In order for the Neighbourhood Plan to be in general conformity with policies SS/6 and HQ1 Design Principles of the Local Plan these particular design principles should not apply to the development of the new town. The Local Plan and the Waterbeach New Town SPD already contain suitable policies and guidance to guide the future design, layout, landscaping and use of materials in its development. (BC test)

- Design principle WDP5 - As written this principle would apply to uncontroversial domestic extensions and alterations to modern 'suburban' type buildings with limited heritage, aesthetic or cultural value (in circumstances where planning permission is required), and so be unduly burdensome to local residents and businesses. The safeguards it is seeking to secure are already addressed by the policies of the Local Plan and by other elements of WHCD13. Suggest that this design principle be deleted or made more specific. (BC test)
- WDP7 – Our landscape officer has suggested that as hedgerows are also important particularly on the edge of the village this could be added to this principle. (Non BC test)
- WDP8 – Also a suggestion that the boundary planting should be mixed native hedgerows. (Non BC test)

#### 21. Policy WAT15 Development and landscape quality

- Part 1 of policy - It was suggested that rather than using the term 'they accord' to use 'have regard to' as this is more of a usual planning term. (BC test)
- It is suggested that the status of the landscape principles provided in Schedule 2 would be clearer if they were to be included within the policy rather than in the explanatory text of the policy. (BC Test)
- Character Area table 1 - Our landscape officer has suggested some amendments to principles within this table
  - i. Bullet 3 – What are the prominent landscape features, views and landmarks? For a future user of the Plan it may be helpful to have a map indicating the key features in the parish from the WHCA Design Principles document. (BC test)
  - ii. Bullet 4 – Suggestion that reference is made to a management **and maintenance** plan. (BC test)
  - iii. Bullet 5 – This should be indicating **protecting** and retaining landscape features (BC test)
  - iv. Bullet 6 – Suggestion that the proportion of front garden should reflect the **existing layout**. (BC test)

#### 22. Policy WAT 17 Protected Village Amenity Area of green space at main entrance to the barracks off Denny End Road

- The wording of this policy could be simplified if reference was made to the relevant PVAA policy in the Local Plan – NH/11 after the second line '... designated as a protected village amenity area under Policy NH/11 of the Local Plan'. There is no requirement then to repeat the requirements of Policy NH/11 in this policy. The title too could be simplified as the term green space detracts from the PVAA designation. Map 6.11 also refers to green space rather than new PVAA (BC test)

23. Policy WAT 18 Protected open space in Waterbeach village

- We are unsure of the distinction between these open spaces and that protected in WAT 17. As long as the areas are within the development framework they could be considered as PVAAs. Allotments and the Recreation Ground will already be protected from development under the Local Plan Policy SC/8 Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards. (BC test)

24. Policy WAT 20 – Sites of value to biodiversity

- The policy specifically asks applicants to retain and enhance the biodiversity value of the network of deciduous woodland species and habitats in the parish. It is unclear why these have been highlighted What evidence has been provided to justify this within the policy? (BC Test)
- Map 6.13 does not appear to show any County Wildlife Sites although a symbol in the key. Our ecology team has indicated that within the parish there are a number of County Wildlife Sites and these should be referenced clearly in the Plan and shown on this map - River Cam CWS (east), Clayhithe Pollard Willows CWS (south-east) and Beach Ditch and Engine Drain CWS (north-west)

25. Policy WAT 21 Housing Mix –

- The housing mix of a new town of approximately 8,000-9,000 dwellings cannot sensibly be determined by the household characteristics of a much smaller existing village of 2,070 dwellings. The new town is intended to address local and sub-regional needs over a number of decades and the second bullet point of the policy which requires 40% of market homes and a majority of affordable homes to comprise 1 or 2 bedroom homes is considered to be too rigid and inflexible in respect of both the market and affordable housing mix and should be deleted. Needs and demand can change over time and can be influenced by external factors such as the 'bedroom tax' which could potentially change in the future. The proposed policy approach is not considered to be in general conformity with Local Plan policy H/9 Housing Mix. (BC test)

26. Policy WAT 23 Allocation of affordable housing at Waterbeach New Town.

- We suggested changes to this policy wording much of which has been done.

27. Policy WAT 24 Waterbeach park homes

- Would it be helpful to have a map showing where the existing park homes are located within the parish? (Non BC test)

68692

Support

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT1

It is important that the Neighbourhood Plan supports the provision of new pedestrian and cycle linkages as well as enhancing those that already exist to encourage sustainable modes of accessing new services. Delivery of the Bannold Road site will be able to provide new access opportunities northwards towards the Waterbeach New Town.

**Full text:**

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**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68693

Support

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT2

Support is given to the route identified on Map 6.2 as a cycle and pedestrian route linking the village to the relocated railway station. Delivery of the Bannold Road site will be able to provide new access opportunities northwards towards the Waterbeach New Town.

**Full text:**

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**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>



68694

Comment

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT5

Support is given to maintaining sustainable access routes to Waterbeach New Town Schools. These linkages should be for pedestrians and cycle use in its efforts to encourage a modal shift away from the private car.

**Full text:**

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**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68695

Object

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**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT8

It is considered that this policy as currently drafted is overly prescriptive in terms of the mitigation measures identified.

This could negatively affect the viable delivery of sustainable development

**Full text:**

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**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68696

Support

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT9

Support is given to this policy in particular in terms of improved linkages to the public rights of way network within Waterbeach.

**Full text:**

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**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68700

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT20

The development of the Bannold Road site will enable the effective long-term management of the woodland identified as Site 8 on Table 6.3 within the Neighbourhood Plan

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96w>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96g>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96h>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96x>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68701

Comment

**Waterbeach Neighbourhood Plan, Planning Policies - Housing****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Landhold Capital are putting forward land under their control in Bannold Rd for residential development. This land has been put forward through the Call for Sites for the emerging Greater Cambridge Local Plan.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96d>  
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Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68697

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT14

Objection is made to this policy as currently drafted as it is considered that the wording is overly prescriptive. An element of flexibility should be acknowledged within the wording of the policy in particular within the design principles set out at Schedule 1.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
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Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

68698

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT15

Objection is made to this policy as currently drafted as it is considered that the wording is overly prescriptive. An element of flexibility should be acknowledged within the wording of the policy in particular within the design principles set out at Schedule 2.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
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Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>



68699

Comment

**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Southern & Regional Developments**Agent:** Claremont Planning Consultancy**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT16

Midload Farm and Town Holt should be recognised as important edge of settlement sites on the eastern edge of Waterbeach village. The development of the Bannold Road site could contribute to the setting of the eastern edge Waterbeach through the implementation of an effective landscape strategy.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd969>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96v>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96b>  
Supporting Documents - <https://scambs.oc2.uk/a/sd96c>  
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Supporting Documents - <https://scambs.oc2.uk/a/sd96f>  
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Supporting Documents - <https://scambs.oc2.uk/a/sd96j>  
Additional attachment- Representation - <https://scambs.oc2.uk/a/sd96p>

# Land at Bannold Road, Waterbeach

Promotion of land at Bannold Road for Green  
Infrastructure and allocation as a sustainable  
residential extension to Waterbeach.

Prepared by Claremont Planning on behalf of [REDACTED]



CLAREMONT  
PLANNING CONSULTANCY





# Executive Summary

This Vision Statement has been prepared by Claremont Planning, on behalf of [REDACTED] to promote land south of Bannold Road, Waterbeach (the ‘Site’ – shown edged red on the adjacent plan) as a residential development site. The Site can deliver a high quality housing development of approximately 200 dwellings and a substantial area of Green Infrastructure. The Site covers approximately 14 hectares and is enclosed by the Fen Line Railway on the eastern boundary of Waterbeach. Approximately 50% of the Site is proposed for development with 50% being permanent new Green Infrastructure providing a significant gain in biodiversity.

- Key**
- Green Belt
  - Settlement Boundary
  - Site Allocation
  - Waterbeach New Town

The Site is suitable and available and can quickly deliver new homes to assist in meeting housing needs. Waterbeach is already recognised in the adopted Local Plan as being a sustainable area for housing growth.

Development of the Site would provide;

- Approximately 200 homes (circa 80 of which will be affordable) outside of the floodplain and within walking distance of all facilities
- A coherent urban edge providing a new defensible Green Belt boundary that can be developed as intended without affecting any environmental designations, any cultural asset, any visual asset or any landscape character.
- Significant new Green infrastructure throughout the development and approximately 7 Hectares of recreated Fenland.
- Contributing to the essential route for a new footway and cycleway required under the Greenways Initiative to link the new railway station to the national cycle and footpath network
- Providing a significant part of a new bridleway in one of the only locations in the Parish that it is appropriate to extend equestrian routes
- A new managed area for public recreation
- Incorporating 1 hectare of land that is not designated Green Belt, thereby making best use of this land.



Fig.11 Proposed Site South of Bannold Road.



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- 1.2 The Bannold Road Site
- 1.3 Site Vantage Points
- 1.4 Sustainability
- 1.5 The Site Promotion

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# 1 Site Promotion



# 1.0 Introduction

The land off Bannold Road, east of Waterbeach (the “Site”) provides an opportunity to deliver a high quality housing development of approximately 200 dwellings with approximately half of the Site accommodating a substantial area of new Green Infrastructure.

This document sets out the justification for the Site to be considered as a suitable option to expand the settlement of Waterbeach. Most of the Site (with the exception of 1 Ha) is recognised to be within the Green Belt, albeit poorly performing as explained below. This site provides a highly sustainable and logical extension to the settlement. Future residents will be able to access facilities within Waterbeach on foot and to the wider area by high quality public transport linkages.

- The Site is adjacent to the settlement boundary and provides a logical direction of growth at Waterbeach particularly given the proposed relocation of the railway station.
- The Site extends up to the established boundary of the Fen Line railway, which delineates the eastern limit of Waterbeach.
- The Site is bounded by existing residential development to the north, south and west, with properties along Pieces Lane, Burgess Road and Bannold Road, demonstrating that this site forms a coherent eastern extension to Waterbeach.

A Vision of how the site could be delivered to complement the existing settlement of Waterbeach and supplement the New Town delivery is set out below. Growth in this location will assist in the provision of housing to meet the growth of Greater Cambridge. The Site is suitable for release from the Green Belt due to its highly sustainable location and limited Green Belt function.

The areas of Previously Developed Land at Waterbeach were identified and allocated for development through the South Cambridgeshire Local Plan 2018. As part of the Local Plan Review, the need to deliver further housing at Waterbeach will require Green Belt boundary revisions. It is proposed that the Site represents an area suitable for Green Belt release that could contribute housing early in the plan period to address local housing requirements.



Fig.1.2 Proposed Allocation of Land South of Bannold Road.



# 1.1 Landhold Capital

The Site is being promoted for development by [REDACTED]. The Company is an established UK based strategic promotion and land investment company focused on the acquisition and promotion of land through the planning system. The Company specialises in delivering residential development land to the open market and operates primarily within the Midlands and the South of England.

[REDACTED] are privately funded and have an established track record in achieving site allocations and delivering planning consents that provide sustainable residential communities through the identification of local needs, whilst delivering infrastructure requirements. They believe the UK's consistent failure to provide the quantum of family homes needed is best addressed through the provision of homes on sustainable sites, particularly where housing policy relies on large strategic scaled allocations which are often hindered by infrastructure delivery and delays. Smaller, well designed sites can ensure that the contribution to the housing supply from the sustainable strategic locations is maintained.

Based at [REDACTED] has been successfully delivering sites for over a decade. The [REDACTED] seeks to work in partnership with landowners, Local Councillors, Parish Councillors and Local Planning Authorities to deliver development the meets adopted policy and provides infrastructure at the appropriate time.





## 1.2 The Bannold Road Site

Located on the eastern side of Waterbeach, the Site covers an area of approximately 14 hectares, comprised of greenfield land between Bannold Road to the north and Burgess Road to the south

To the east, the Site is well defined by the embanked Fen Line railway that acts as a limit to the settlement, whilst to the west the site is defined by rear gardens of existing residential properties. The development of the Site would provide a logical extension of the existing development, using the railway line as a defensible limit to the settlement and distinction from the countryside beyond.

The majority of the Site comprises fields used for both arable farming and grazing. The fields are poorly delineated by sparse hedgerows with the boundaries within the northern areas of the site are largely undefined. The Site is not designated as best and most versatile agricultural land as it is qualified as Grade 3B through Natural England assessments.

Importantly, not all of the Site is allocated as Green Belt as shown on Figure 1.3. The current Green Belt extent is not currently distinguished by an identifiable or defensible boundary.

The Site is in a highly sustainable location and within walking distance of local facilities and public transport linkages, including a mainline railway station which provides frequent and rapid access to Ely, Cambridge and London. The potential vehicular access points to serve the site are identified by Figure 1.3, linking to the existing highways to the north and south.



'Burgess Road' and 'Bannold Road'

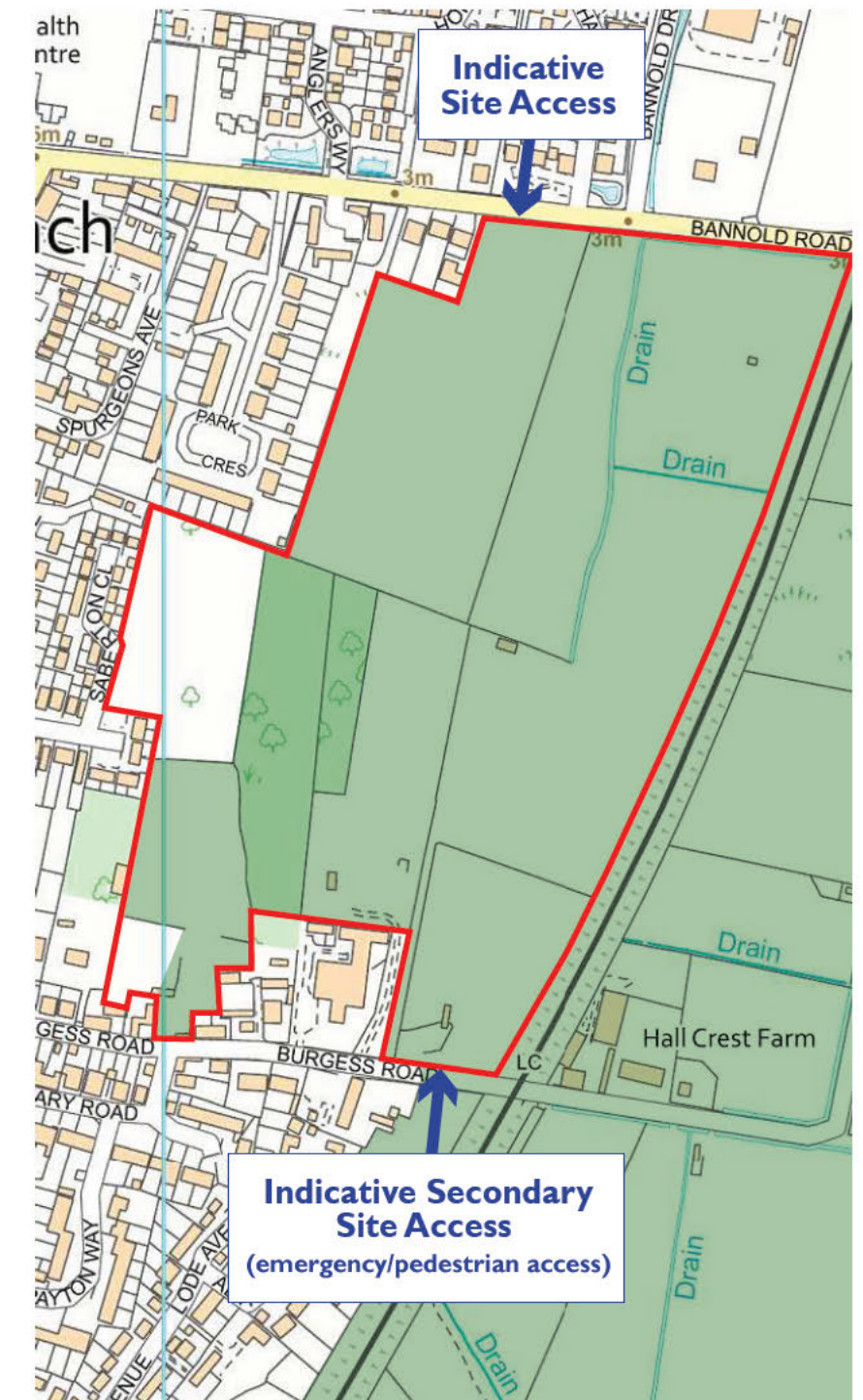


Fig.1.3 Site Plan with indicative access



# 1.3 Site Vantage Points

The viewpoints into the site from Burgess Road are largely restricted to glimpses between existing frontage dwellings as demonstrated by viewpoints 1 and 3. The viewpoint provided across the railway line at 2 is the most open aspect from Burgess Road, although rooftops defining the edge of Waterbeach are clearly visible.

It is clear that the site abuts residential development on Burgess Road and Pieces Lane whilst the extent of the Fen End railway line can be seen to provide a clear delineation to the east. As such the Green Belt boundary should be amended to reflect this and provide an identifiable limit to the settlement.



Fig.1.4 Viewpoints onto the site.





# 1.4 Sustainability

The Sustainability of Waterbeach in the context of Greater Cambridge is recognised by the allocation of the Waterbeach New Town to the north of the village. Waterbeach is identified as a Tier 2 settlement (Minor Rural Centre) within the adopted settlement hierarchy, so is considered suitable for further expansion. Within the settlement the Site is adjacent to the existing built up area with excellent access to services and neighbouring urban centres through public transport and the well-connected local road and rights of way network.

Waterbeach is a large village with a wide and established service base. These facilities include a primary school, multiple public houses, a post office and various village stores, all of which are within walking distance of the Site. Furthermore, the delivery of the New Town will introduce new services to support both the new population and to benefit existing residents. Implementation of a wider service base will enhance the sustainability and appropriateness of Waterbeach as a location to accommodate growth for the period that the emerging Greater Cambridge Plan will cover. These existing and additional, new services will also increase the settlement's catchment in providing amenities to the surrounding rural communities.

The wider context as illustrated at Figure 1.5 demonstrates the site's relationship to the village and the Waterbeach New Town allocation. This is especially relevant considering the relocation of the train station and the Site's relevant connectivity. The train service from Waterbeach offers regular direct services to Ely, Cambridge and London. The direct train service to London Kings Cross takes just over an hour. The nearest bus stop is on High Street which offers regular bus services to Ely and Cambridge. The location of the settlement means that Cambridge can be reached easily by car, bus and train, with journeys by rail taking 10-minutes.



Fig.1.5 Context Plan

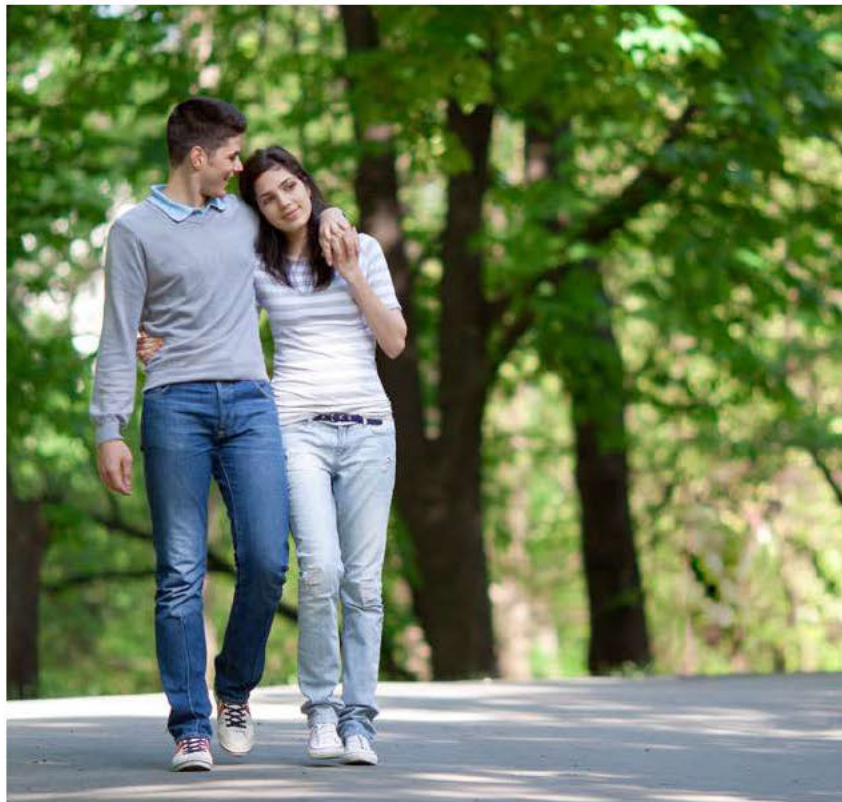




# Sustainability Assessment

The Site is in a sustainable location for new residential development as set out in the National Planning Policy Framework as well as the South Cambridgeshire Local Plan:

- **Accessibility:** The Site benefits from close proximity to established services that are within walking distance. These include the existing rail station to the south east of the settlement and the proposed relocation of the railway station to the north. The village also has several shops, a pharmacy, post office, public houses, medical centre, library, social club, Primary School and nursery. As illustrated by Figure 1.6 – Facilities Map, the Site's location provides a high degree of accessibility to local services, limiting the need to rely upon non sustainable means of transport such as private car use. The Site will provide an essential part of the footway and cycleway route that is required in order to meet the aims of the



Greenways Initiative following the relocation of the railway station. This route will be supervised for safety by the new homes.

- **Economic Sustainability:** Delivery of the Site will provide a range of homes that will enhance economic competitiveness. This is particularly significant given the rapidly growing sub-regional economy. Delivery of the Site will implement direct improvements including new jobs and supply chain investment through the construction process and increased local Council Tax revenues.
- **Social Sustainability:** Against the context of a significant lack of affordability within the local housing market, the delivery of the Site will provide much needed affordable housing. Through the extensive

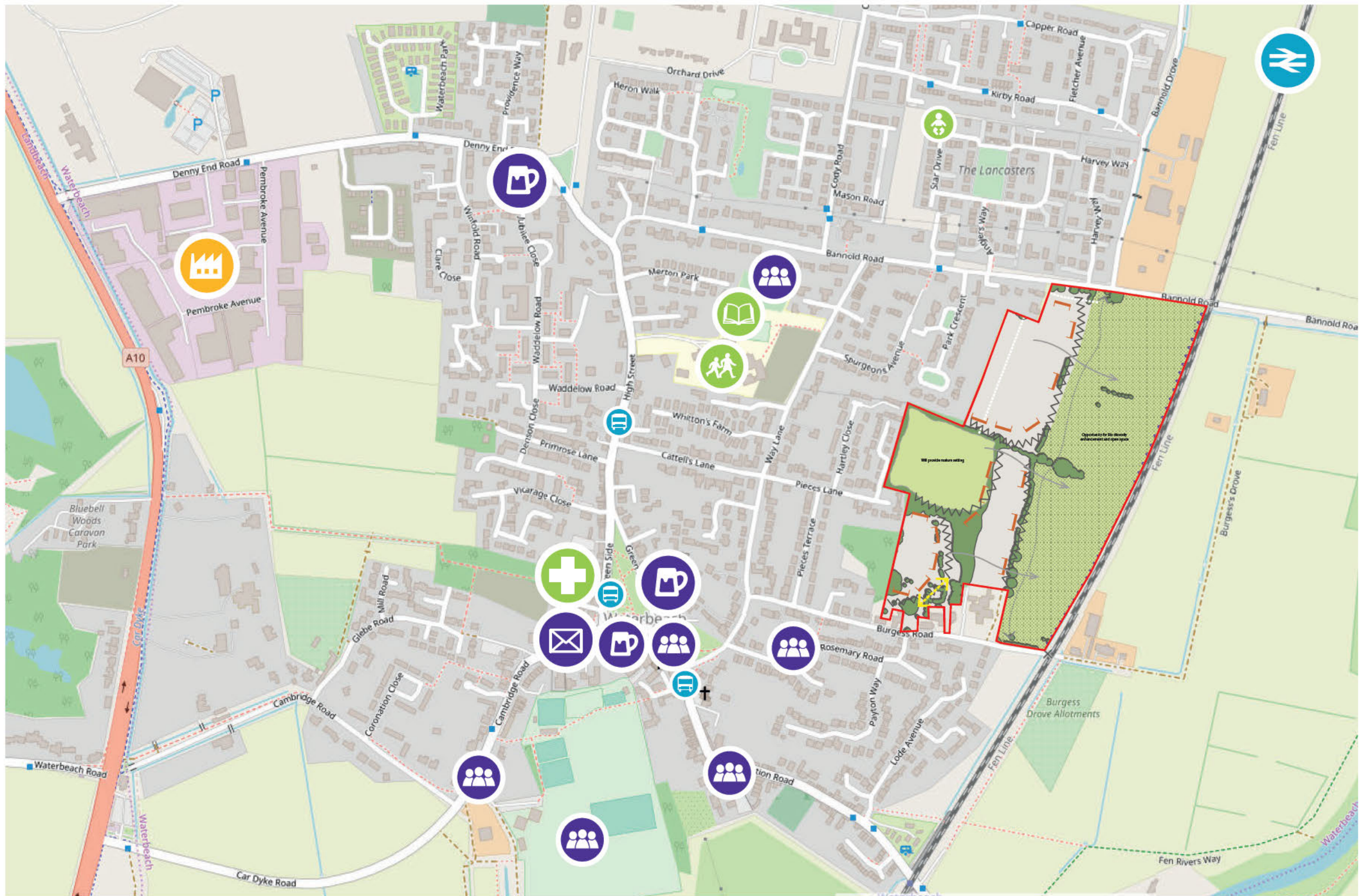


provision of public open space for the enjoyment of new and existing residents, development of the Site will enable a positive social contribution to the local community.

- **Environmental Sustainability:** The Promotion Site will establish a substantial (7 Ha) area of public open space, thereby enhancing the landscape and significantly enhancing local biodiversity. Landscaping will enhance the setting of Waterbeach and soften the settlement edge. As approximately half of the Site will be reserved for open space, it is considered that implementation of the Site will deliver significant environmental improvements locally and demonstrate a net gain in respect of biodiversity.







- Key
- Site
  - + Pharmacy
  - 👶 Nursery
  - 👦 Primary School
  - 📖 Library
  - 👥 Community Facility
  - ✉️ Post Office
  - 🏭 Industrial Area
  - 🚏 Bus Stop
  - 🚉 Relocated Rail Station

Fig.16 Location of site in relation to Waterbeach



## 1.5 The Site Promotion

The Site is suitable and available for residential development. The Site exhibits low functionality in regard to Green Belt purposes, occupies a sustainable location within Waterbeach and lacks any constraints. Promotion of the Site through the emerging Greater Cambridge Local Plan and Waterbeach Neighbourhood Plan, will seek to establish the allocation of the Site for residential development.

The Site is promoted to demonstrate its suitability for residential development. Through the single Promotion Agreement made with a number of landowners, delivery can be assured following the Site's allocation and subsequent planning consent. [REDACTED] are committed to early delivery of housing sites. This means that the Site can be delivered earlier within the Plan period and can mitigate any delays in the delivery of the strategic sites that have been identified in the adopted Local Plan. The Site will contribute towards maintaining a robust housing supply and support the delivery of affordable homes alongside boosting housing provision as encouraged by national policy.

The masterplan that has been produced indicates that the new homes will not protrude into the open countryside and instead will form a defensible urban edge. The development can be delivered within an efficient time frame and contribute to immediate housing delivery

The Site and its surroundings were assessed by South Cambridgeshire District Council in its 2002 Green Belt Study. Although the focus of this study was very much based upon urban expansion, the study examined the District as a whole and produced maps which covered the Waterbeach site. The relevant plan extracts are reproduced here:



Fig.1.7 Nature Conservation Zone

The Promoted Site is not covered by any environmental designation, with the Nature Conservation Zone (shown in purple hatching) is clearly following the line of the railway and does not extend onto the site.

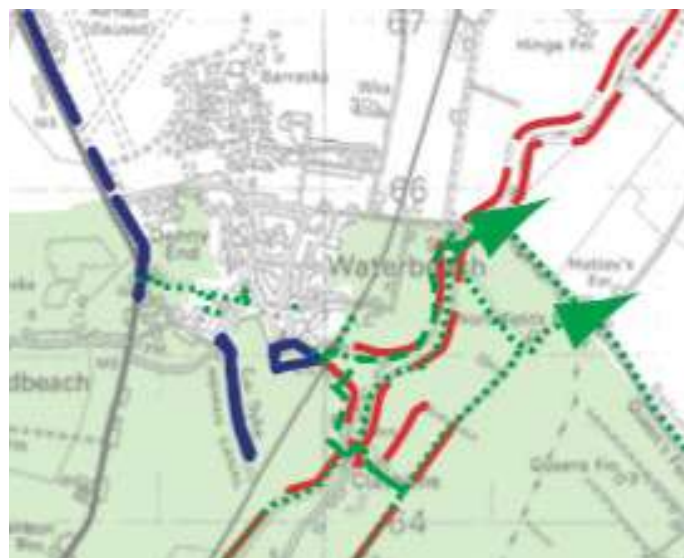


Fig.1.8 Heritage Assets

Figure 1.8 clearly identifies that the Site is not affected by any heritage designations, with Scheduled Ancient Monuments shown in navy to the west of the settlement. Potential to provide enhanced accessibility is demonstrated by linkages to public footpaths as shown in red.



Fig.1.9 Landscape Character

The Study considered the landscape context of Waterbeach and identified that the Waterbeach Lode Fen was prevalent to the east of the settlement. Through the site assessments undertaken it has been assessed that in terms of landscape character the Site is physically separated from the character area by the railway and is enclosed by existing development. The contribution that the site makes to the wide open Lode Fen is therefore severely restricted. The Site Promotion seeks to address this directly through the recreation of approximately 7 Hectares (amounting to 50% of the Site) of Fen Edge as a substantial area of green infrastructure. This provision will seek to strengthen the contribution that this part of the Site will have to the area of landscape character in which it is set.

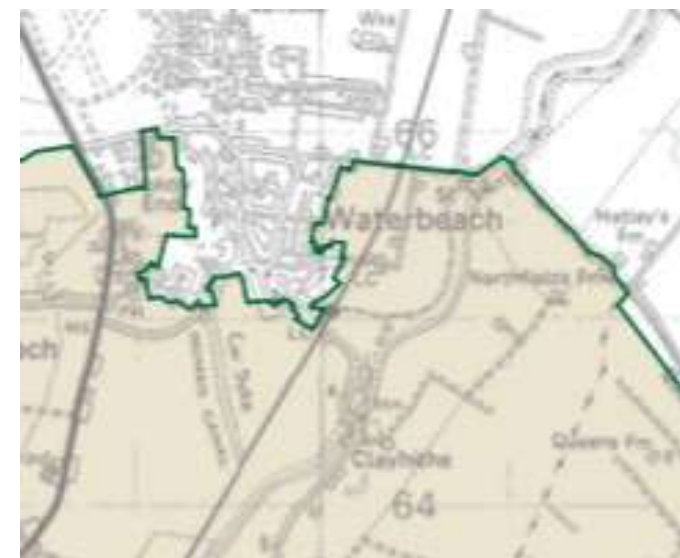


Fig.1.10 Visual Impact Study

In terms of visual impact assessment there are no identified viewpoints toward Cambridge that required safeguarding, no landmarks to consider, no ridgelines and no distinctive or memorable features to take account of.



Fig.1.11 Townscape Analysis

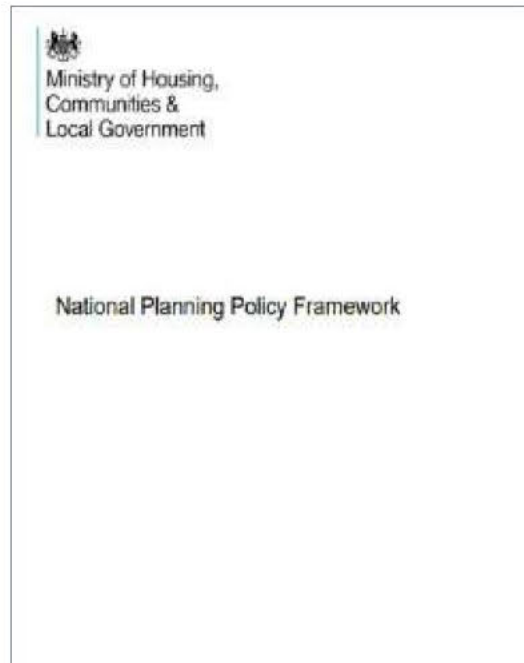
The townscape analysis recognised the railway line as a strong urbanising feature. The promotion Site is set in an area where distinct views of the city are "scarce or absent", whilst the map does not identify any 'Special Qualities to be Safeguarded' at Waterbeach.



# 2 Planning Policy

# 2.0 Planning Policy

The relevant planning policy background will be considered within this Promotional Document. This relates to the NPPF and the Green Belt policies within the national framework along with the adopted South Cambridgeshire Local Plan, Waterbeach New Town Supplementary Planning Document and the emerging Waterbeach Neighbourhood Plan:



### National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published with further revisions in February 2019 and provides overarching planning guidance for England. The Site's relevance to housing delivery is illustrated by Paragraph 68 of NPPF, which states that small and medium sized sites can robustly contribute to housing numbers given their relatively rapid build-out times. The Site is considered to be a medium scaled in size that would satisfy this requirement. By incorporating a broad range of sites, housing delivery can be boosted when larger strategic sites are delayed. This ensures a robust housing supply and boosts delivery to address local requirements.

### Green Belt Considerations

Section 13 of the NPPF establishes the overarching aim of the Green Belt in terms of its strategic purposes and objectives in protecting the openness and intrinsic value of the countryside. Approximately 92% of the Site is designated as Green Belt, although it does not demonstrate highly functioning or strategically functionality given existing urbanising influences that are present and the enclosing characteristics of the urban form. Paragraph 136 of the NPPF asserts that strategic policies should establish new settlement boundaries with permanence, which the Fen Line Railway exhibits.

Paragraph 137 of the NPPF asserts that the Local Plans are required to demonstrate that all other reasonable means have been exhausted in identifying sufficient land to meet their requirements to establish that exceptional circumstances exist to make changes to the Green Belt. The emerging Greater Cambridge Local Plan has recognised that these circumstances exist to review the Green Belt against the context of a re-assessed spatial strategy. The re-assessment should consider the removal of the Site from the Green Belt as the function of the Green Belt at this location is undermined by urbanising influence in its wider context as well as its enclosing boundary features.

The Site exhibits the requirements as set out in the NPPF at Paragraph 139 to justify an amended Green Belt boundary:

- a. Ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development - The Site is located in a sustainable location that expands upon the direction of growth at Waterbeach as established through the adopted South Cambridgeshire Local Plan.
- b. Not include land which is unnecessary to keep permanently open - The Site is not open and recognised as a significantly influenced by urban form and linear development.
- c. Where necessary identify areas of safeguarded land between the urban area and the Green Belt, in order to meet the longer-term development needs stretching well beyond the Plan period - Safeguarding the site is not preferable as it would restrict delivery of housing until beyond the Plan period and would not allow realisation of development that can meet local objectives.
- d. Make clear that the safeguarded land is not allocated for development at the present time - Safeguarding the Promotion Site would not achieve development that is able meet the residential needs of the Plan period and overcome the identified pressures in requisite growth that need to be addressed.
- e. Be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the Plan period - Revision of the settlement boundary will establish a defensible limit to the Green Belt and a logical extension to Waterbeach that will present an enduring boundary.
- f. Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. The embanked Fen Line railway will provide a strong and permanent boundary for the Green Belt, establishing a visual separation between the settlement edge and the countryside. This will establish a permanent and defensible settlement boundary.

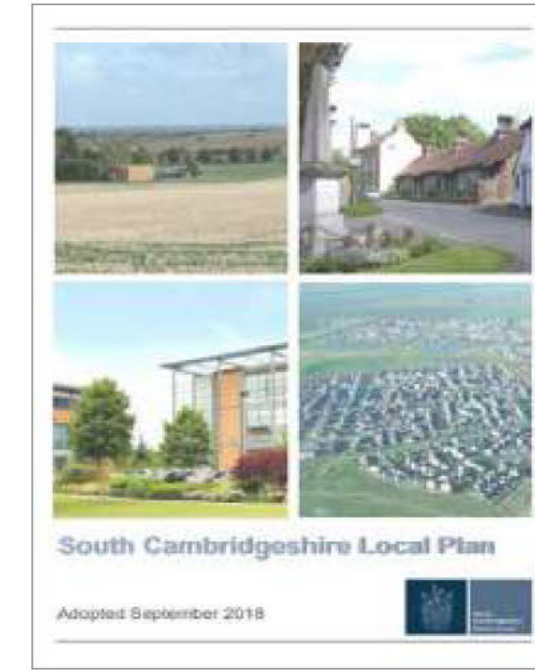


## 2.1 Local Planning Policy Position

# The South Cambridgeshire Local Plan

The South Cambridgeshire Local Plan was adopted in September 2018 and set out the levels of housing development that is to be provided up to 2031 and a strategy for meeting development needs in the most sustainable way. The spatial strategy recognises that Waterbeach is an appropriate location for substantial development as set out in a number of policies:

- Policy S/9 designates Waterbeach as a Minor Rural Service Centre within the second tier of the settlement hierarchy. It is considered that this confirms the sustainability and appropriateness of the settlement to accommodate new development, including the Site at Bannold Road.
- Policy S/6 establishes the overriding spatial strategy which includes the strategic allocation of 10,000 homes within Waterbeach New Town, with a range of new services delivered as part of the strategic allocation reinforcing the sustainability of the location.
- Policy NH/8 asserts that development in and adjoining Green Belt must mitigate adverse impacts to the rural character. The Site will include comprehensive measures to ensure that the contribution of the Site to the landscape in which it is set are enhanced.
- Policy S/13 triggered an early review of local policy in 2019, which has commenced as the emerging Greater Cambridge Local Plan. The Site is promoted for consideration through the preparation of this Plan, emphasising the suitability of Waterbeach in accommodating further growth that is complementary to the strategic allocation of Waterbeach New Town. The Site will provide a logical and sympathetic extension to the original village that will include extensive landscaping to establish an enhanced buffer alongside delivery of affordable housing.





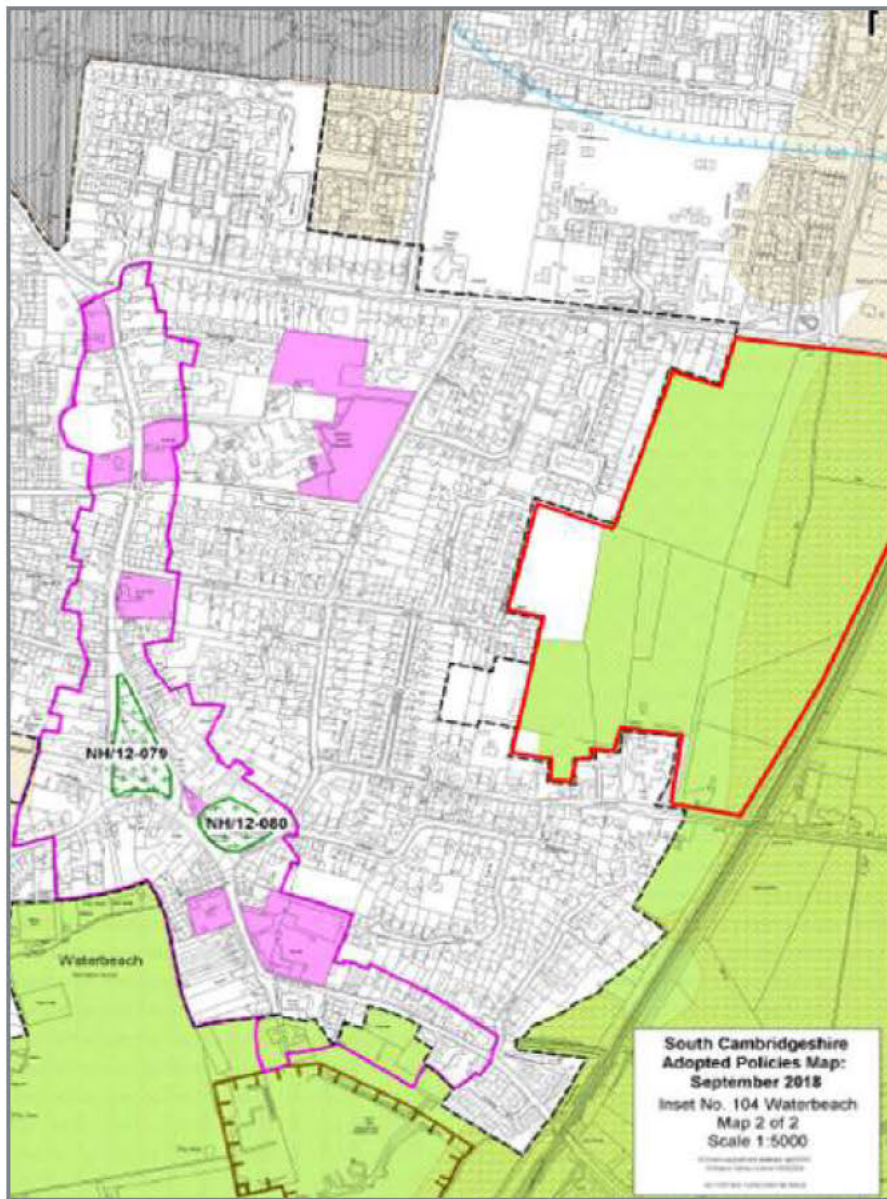


Fig.2.1 The Promotion Site and Waterbeach New town Allocation

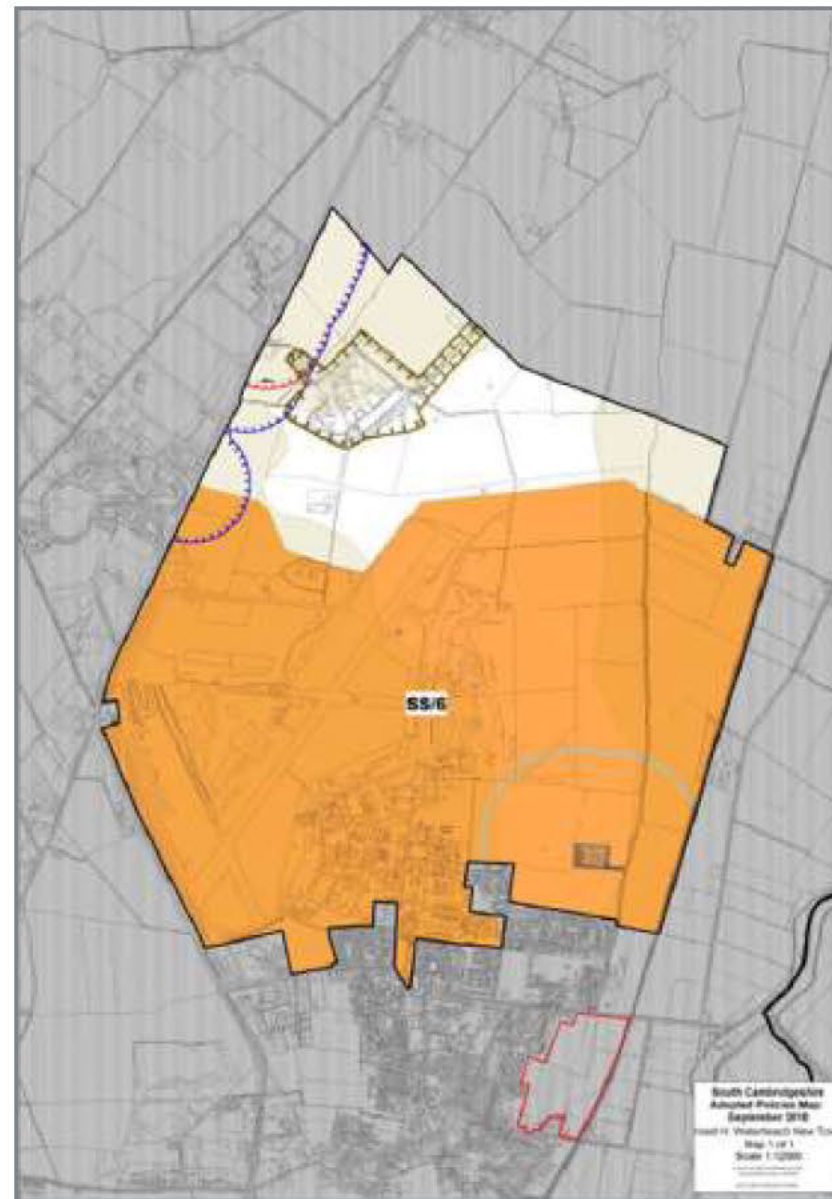


Fig.2.2 Masterplan for Waterbeach New Town

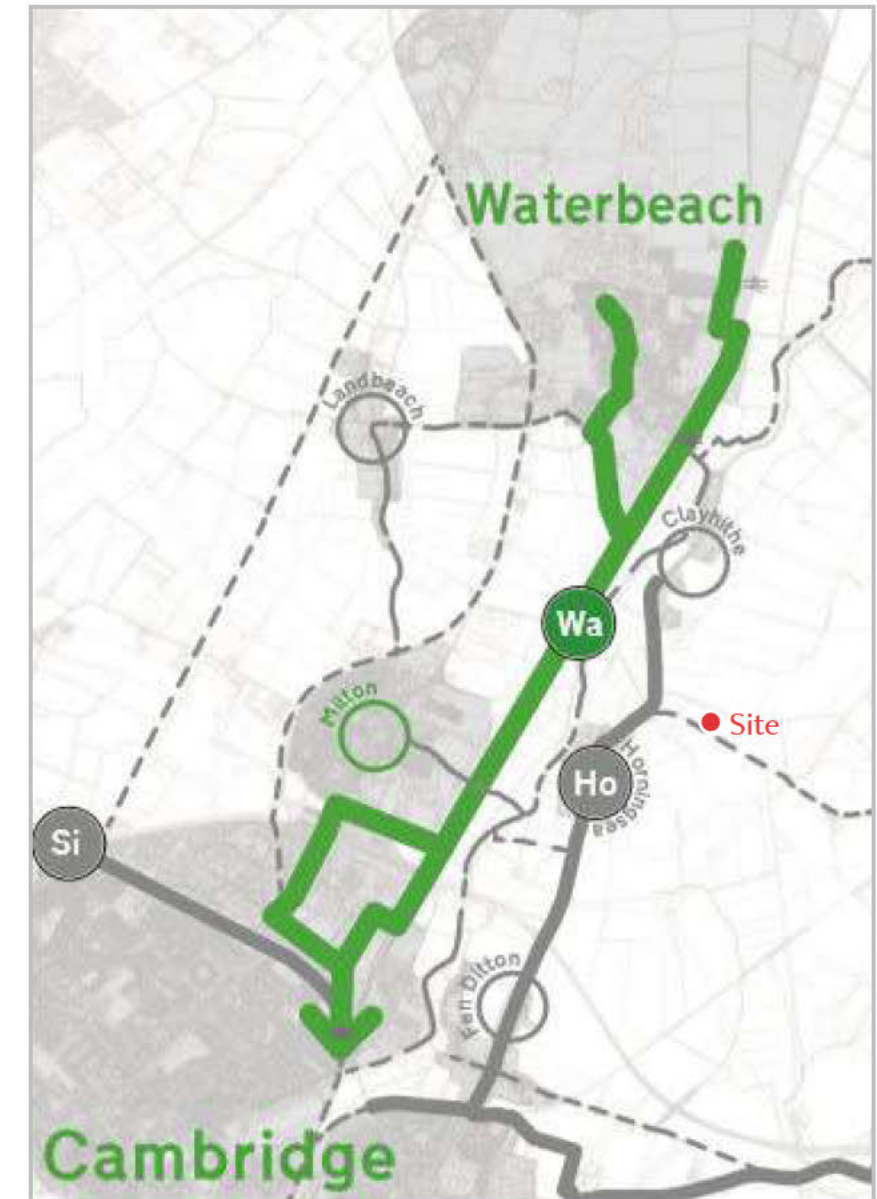


Fig.2.3 Illustrative diagram of Greenway Link to Waterbeach

The promoted Site is needed to provide an essential component of a new Footway/Cycleway under the Greater Cambridge Greenways Initiative. The provision of a route between the New Town and Cambridge has been assessed as a High Priority objective under the Initiative. This objective cannot be met without the Site which would provide the link and be delivered alongside the proposed residential development.



## Strategic Housing Land Availability Assessment

The SHLAA, published in June 2012 and updated in August 2013 identified multiple parcels of land within the Site extent. These independent parcels of land are identified at Figure 2.5. Given that separate assessment of each parcel, they do not necessarily represent a comprehensive review of the Site's suitability for development. The assessment identified some parcels as being located within the Green Belt, whilst areas of woodland were noted as well as proximity to a listed cottage.

Overall, beyond the designation of Green Belt, the parcels of land were assessed as not constrained and so suitable for development. Notably, the function of the Green Belt was identified to be adversely affected by various features, with SHLAA Parcel 019 noted as having limited contribution to Green Belt given the presence of the railway line. The SHLAA assessment noted that the railway line could provide a new boundary feature, alongside appropriate landscaping, as a new edge to the Green Belt and settlement edge.

As a partial assessment of the Site, the SHLAA has established that the area is suitable and has potential for development.

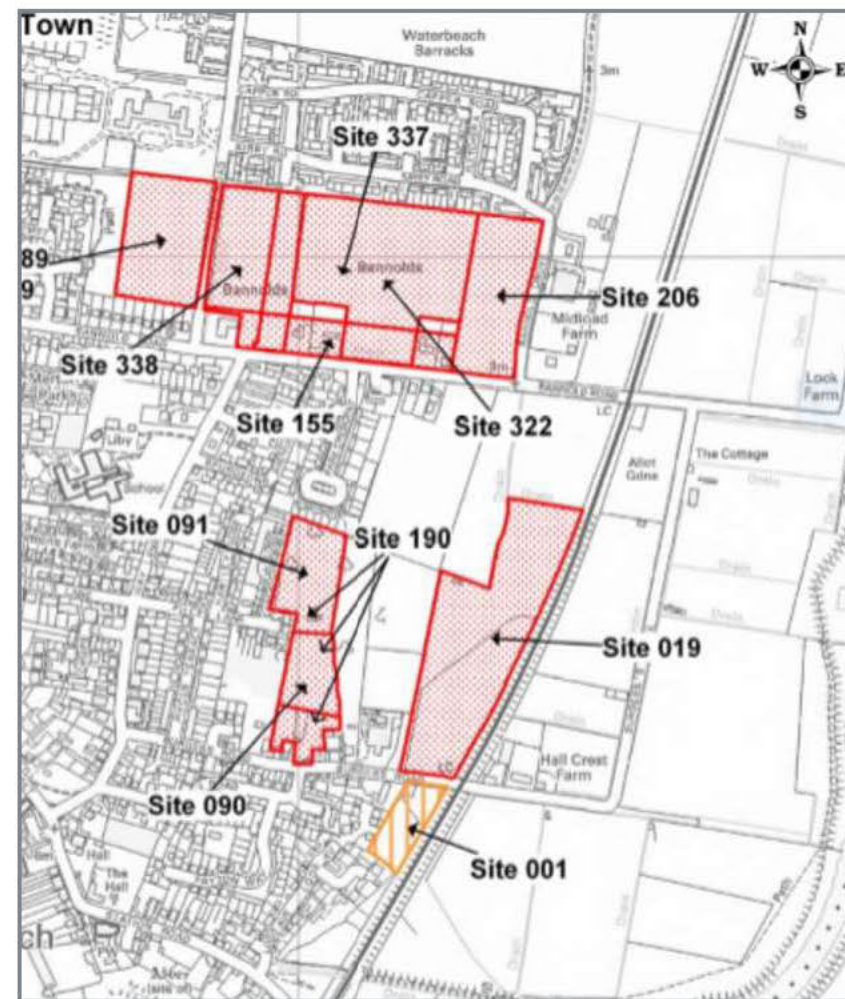


Fig.2.4 SHLAA Map Extract identifying sites considered

## 2.2 Waterbeach New Town SPD

A Supplementary Planning Document (SPD) for Waterbeach New Town was adopted in February 2019. The location of the strategic allocation is shown in Figure 2.3.

This document establishes a vision for the new settlement and strategic objectives for the new development:

Provision of an accessible, sustainable and responsive development that reflects its wider landscape setting;

Creation of communities with social longevity and resilience to climate change that do not rely on the use of private cars and are within walking distance to services to satisfy everyday needs;

Preserve the rural and distinct character of the original Waterbeach village;

Ensure that new linkages maintain distinction but also provide accessibility between the two areas, particularly to allow residents of the original village to benefit from the new services delivered;

Figure 2.4 demonstrates the spatial framework for the strategic site, establishing connectivity within it as well as the relationships that are to be established to its context, particularly with the original village to the south. Although the Promotion Site falls outside the allocated area and relates directly with the original village, the development of the Site is able to support the objectives of the allocation. Provision of new linkages is a key aim and the Promotion Site is able to achieve new linkages in line with the assertions of the SPD. In particular, the delivery of the Site will allow for stronger north-south connections between the old location of the railway station and towards the area of its relocation. This will encourage better flows into the new development area, enhancing access potential to the new rail station as well as the services that are to be provided as part of the comprehensive delivery of the New Town.





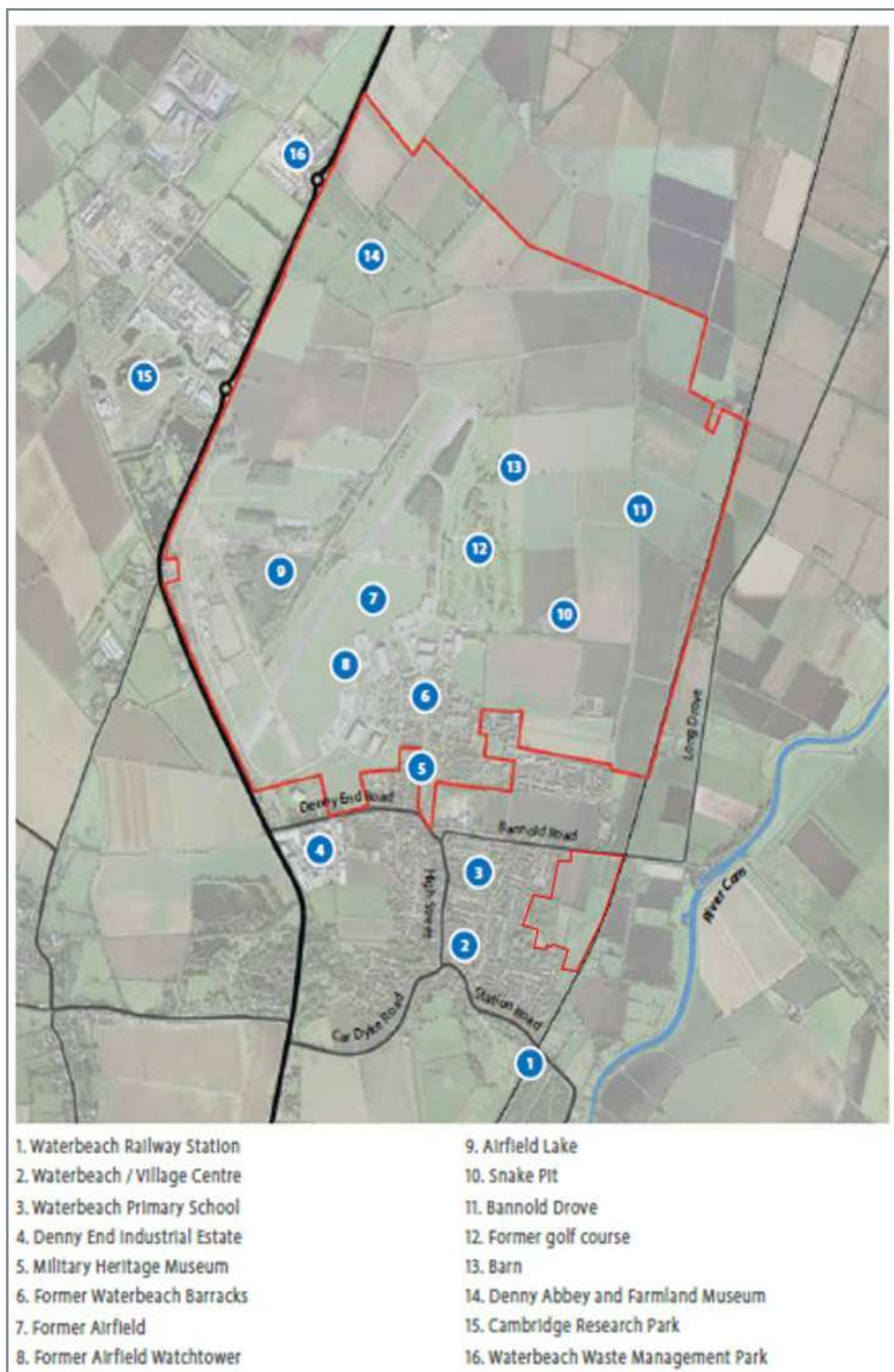


Fig.2.5 The Promotion Site and Allocation

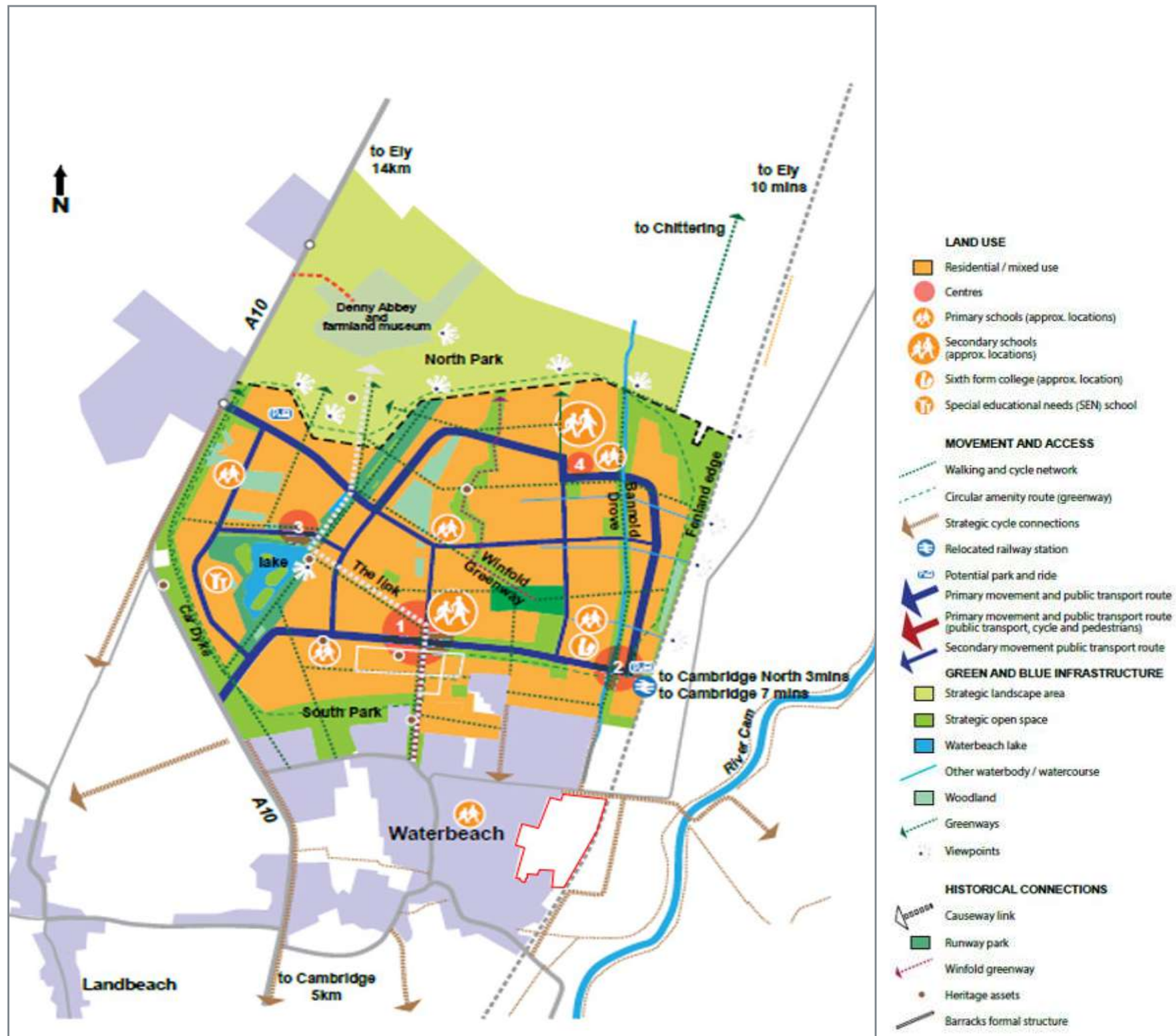


Fig.2.6 Spatial Framework diagram and key



Key

- Waterbeach Village
- Waterbeach New Town
- Green Belt
- Site Deleted from Green Belt
- New Housing Development
- Employment Allocation
- East Cambs District



Fig.2.7 Proposed amendment to the Green Belt boundary and proposed allocation for residential development



## 2.3 Greater Cambridge Local Plan

Cambridge City Council and South Cambridgeshire District Council are working together to produce a joint Local Plan for the areas, referred to as ‘Greater Cambridge’. The Greater Cambridge Plan is in the early stages of preparation and an Issues and Option Consultation, referred to as the “First Conversation” and representations for the Site have been made.

The Consultation was held against the backdrop of a rapidly growing economy, which has informed the focus of the emerging plan, with Big Themes identified to establish its basis. It is recognised that parameters focussing on climate change and environment are important, however they should not outweigh the delivery of sufficient homes for communities and satisfying strategic requirements. The Site responds positively to these themes:

### Climate Change:

The Site’s development will respond to flooding and drainage considerations by ensuring that no development will be located in an area liable to flood including allowing for climate change. The Site will provide significant areas of flood storage that will ensure longevity and resilience to climate change as well as sustainable drainage methods.

### Biodiversity and Green Spaces:

Over 50% of the Site will provide Green Infrastructure to enhance biodiversity and contributing towards new public green spaces. Existing areas of woodland will be enhanced, and public access afforded to improve linkages to the new Railway Station from Waterbeach Village.

### Wellbeing and Social Inclusion:

The Site will deliver market and affordable housing to respond to housing needs and boost housing delivery and to improve access to housing for the community of Waterbeach village.

### Great Places:

Against the context of the Waterbeach New Town, the Site will fund and deliver the enhanced pedestrian and cycle linkages between the new development area and the original village, in particular realising essential connections to the relocated Railway Station. The Green Infrastructure will also provide an extension to the bridleway network which is one of the few opportunities to do so in the Parish.

The strategy identifies that as a result of the substantial economic growth in Cambridge and South Cambridgeshire, it has exacerbated income inequality and housing costs. This has resulted in communities struggling to find affordable housing in locations that benefit from good access to Cambridge, such as Waterbeach. The strategy recognises that the without delivering the requisite housing numbers in line with the growth of the local economy, this will both stifle this and further increase housing costs.

The Promotion Site at Bannold Road is able to deliver affordable housing to meet demands of the local community at Waterbeach village;

Waterbeach is recognised in the housing strategy as a location that suffers from particular development pressures and increasing housing costs given its accessibility to Cambridge – the Site therefore is able to contribute towards alleviating that pressure;

Consideration of the Site will contribute towards achieving a deliverable spatial strategy that is able to deliver sufficient number of homes whilst simultaneously supporting the ongoing sub-regional economic growth.

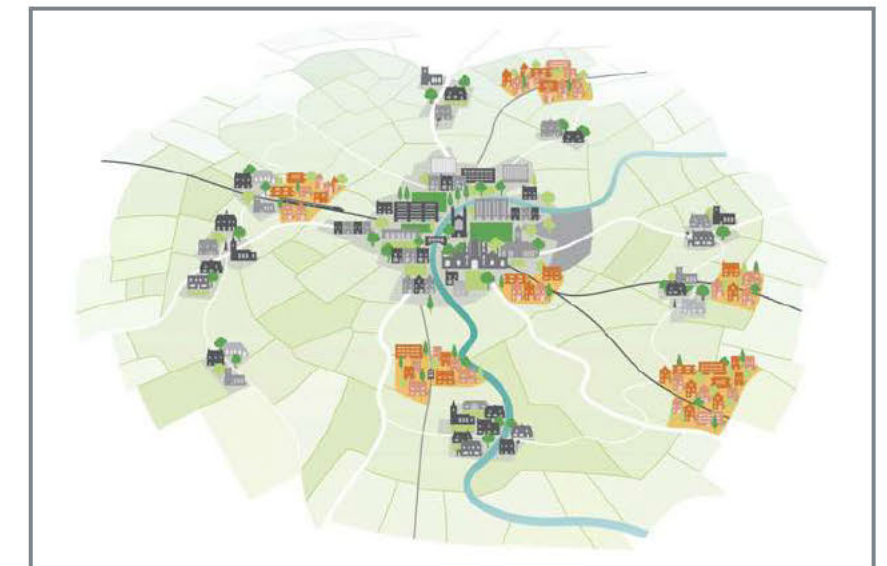


Fig.2.8 Spatial Strategies considered for Greater Cambridge include growth at Public Transport Corridors, recognising the potential for expansion at Waterbeach



## 2.4 Greater Cambridge Plan: Evidence Base

### Cambridgeshire and Peterborough Independent Economic Review

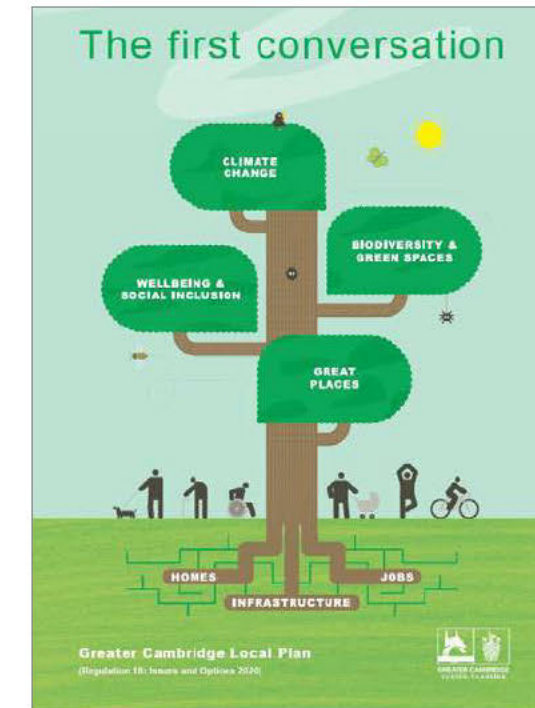
The objectives of Economic Review were to develop an authoritative evidence base on the economic performance and potential of Cambridgeshire and Peterborough and to provide impartial advice and guidance regarding the ongoing growth of the economy in these areas. In particular, the report examines how best to execute the Devolution Deal and achieve the objective of doubling the GVA of the authority over 25 years.

The report identifies that economic growth in Cambridge and South Cambridge has been significantly above the national average. These growth levels have resulted in particular development pressures, such as housing demand. It identifies that the gap between demand and supply of housing within the Combined Authority area, including Greater Cambridge, has resulted in a significant deterioration in housing affordability. Continued high levels of growth are anticipated within the local plan area and as such an indicative increased housing requirement of 66,700 dwellings may be needed in the 2017-2040 plan period. A case therefore is present for increasing the housing requirement figures for the new Local Plan area and identifying sites for an additional 30,000 dwellings in the next Local Plan to account for continued economic growth in the area.

### Homes for our Future: Greater Cambridge Housing Strategy 2019-2023

The strategy identifies that as a result of the substantial economic growth in Cambridge and South Cambridgeshire, it has exacerbated income inequality and housing costs. This has resulted in community's struggling to find affordable housing in locations that benefit from good access to Cambridge, such as Waterbeach. The strategy recognises that the without delivering the requisite housing numbers in line with the growth of the local economy, this will both stifle this growth but also further increase housing costs.

- The Promotion Site at Bannold Road is able to deliver affordable housing to meet demands of the local community at Waterbeach village;
- Waterbeach is recognised in the housing strategy as a location that suffers from particular development pressure and increasing housing costs given its accessibility to Cambridge – the Promotion Site therefore is able to contribute towards alleviating that pressure;
- Consideration of the Site will contribute towards achieving a deliverable spatial strategy that is able to deliver sufficient number of homes whilst simultaneously supporting the ongoing sub-regional economic growth





## 2.5 Waterbeach Neighbourhood Plan

Waterbeach Parish Council initiated preparation of a Neighbourhood Plan in 2016. The Parish are holding a pre-submission consultation exercise to gather commentary on a comprehensive Plan document prior to its submission to the District Council for Examination.



Waterbeach sign

Primarily, the Neighbourhood Plan's objective is to ensure that the rural character of Waterbeach is conserved in response to the strategic allocation at Waterbeach New Town, but also to best take advantage of the opportunities that delivery of the allocation will provide such as new services and amenities. The Site is able to contribute towards the objectives of the Neighbourhood Plan through achieving deliverable residential growth and an enhanced urban edge.

- Preservation of the distinct rural setting of Waterbeach is a paramount objective of the Neighbourhood Plan as asserted in Policy WDCH14 and the Site is able to achieve this by providing extensive Green Infrastructure.
- Masterplanning of the Site will seek to enhance the designation of Midload Farm off Bannold Road (Policy WDCH15) as an identifiable settlement edge, with corresponding extensive Green Infrastructure along the railway line;
- The Plan seeks to promote new linkages between the village and the New Town in the north as required in Policies WT1 and WT5, so will enhance the accessibility of the new services within the strategic development and Waterbeach – the Site will provide these and a bridleway
- The Site will deliver an appropriate housing mix reflecting local need, alongside affordable housing as required by emerging Policy WH19;
- Enhancing linkages through the site will also contribute towards realising new routes to the relocated railway station, to deliver the requirements of proposed Policy WT2 and so ensuring accessibility to the new station is provided for the residents of the village;

### Design and Landscape Principles

The Waterbeach Neighbourhood Plan includes a range of design requirements and principles to contribute towards the preservation of the rural character and landscape setting of the village.

- Policy WHDC13 'Waterbeach Design Principles' - establishes the specific design requirements for development at the original village and how it necessitates response to location and settlement context. The Site is able to implement these emerging objectives, in particular relating to the materials palette that will echo the existing vernacular and ensure that any development assimilates with the village.
- Policy WDCH14 'Development and Landscape Quality' – the Site will be able to contribute towards maintaining the landscape setting and also enhancing the emerging designation of Midload Farm as an eastern landscaped edge.



Self-seeded woodland



# 3 Site Assessment

# 3.0 Availability, Suitability and Deliverability

The Government’s objective to boost housing delivery is asserted through the NPPF, which emphasises that sites need to demonstrate availability, suitability and deliverability to be considered for development. The Site is unconstrained and located within an established growth area so should be considered developable.

## Availability

The Site is under the control of [redacted] via a Promotion Agreement with several landowners. Upon allocation and release from Green Belt, [redacted] will immediately seek to secure planning consent to ensure that residential development is achieved as soon as possible. [redacted] will then sell the land with the benefit of a permission on the open market.

## Suitability

- The Site is not constrained with no risks from flooding.
- The Site is bordered on three sides by existing residential development and defensible boundaries form a logical and enduring limit to the settlement, with a defensible Green Belt boundary that ensures the strategic function is reinforced.
- Waterbeach is a sustainable settlement which will be improved through the delivery of the Waterbeach New Town, with associated new services.
- The Site will provide a logical extension to the village, providing new linkages and significantly enhancing the setting of the village.

## Deliverability

The allocation of the Site for approximately 200 dwellings, will contribute substantially to meeting the strategic requirements of Greater Cambridge, as well as contributing more specifically to the local needs of Waterbeach. Given the economic growth and local requirements, delivery of the site is considered to be viable with substantial market demand to facilitate the Site’s development.



Fig.3.1 Southern view from the site toward Burgess Road demonstrating the built form that exists



Fig.3.2 North eastern views toward Bannold Road and park crescent demonstrating interaction with newly developed housing that enclose the site



# 3.1 Green Belt Assessment

## Overview against national guidance

The Site is adjacent to the existing built form of Waterbeach and so resulting development of the Site would establish a coherent extension to the village. The boundaries of the Site align with adjacent residential boundaries, whilst development extent would not protrude beyond the village's established settlement form. A coherent settlement edge will be formed rounding-off to produce a new urban extent for the village. Contribution of the site to the wider function to the Green Belt is significantly undermined given the extent of urbanising influences from the village edge. The embanked Fen Line railway establishes a strong and physical disconnection between the site and the wider Fenland landscape, limiting the contribution of the site to maintaining openness and countryside character.

When assessed against the nationally established strategic purposes of the Green Belt as set out at Paragraph 134 of the National Planning Policy, it is considered that the site demonstrates as follows:

### A. To check unrestricted sprawl of large built-up areas

The Site demonstrates a weak contribution towards checking urban sprawl given the extent of urbanising influences and the containment provided by existing urban form. This includes linear development located along Burgess Road and Bannold Road, as well as the housing development at Park Crescent and Saberton Close

### B. To prevent neighbouring towns merging into one another

The Site does not contribute towards the prevention of settlement coalescence given that there is no settlement to the east of Waterbeach, whilst the railway line presents a strong boundary to contain the Site from the wider landscape and limit the possibility

of visual coalescence with other built-up areas.

### C. To assist in safeguarding the countryside from encroachment

The Site is separated from the surrounding Fenland countryside by the embanked railway line, which will also prevent any development from encroaching into the countryside context and as such, restricts any contribution of the site's Green Belt to such function.

### D. To preserve the setting and special character of historic towns

Waterbeach is neither a town nor recognised as historic so the influence of this parameter is limited, nevertheless the effect of the proposed extensive Green Infrastructure through the proposed development is considered to be beneficial to the village.

### E. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

It is considered that the site does not materially contribute towards the redevelopment of previously developed land. The Local Plan Review has identified that insufficient capacity exists within settlements to meet the strategic housing need.

## The Site's Green Belt Context

The Site has been designated as Green Belt through the South Cambridgeshire Local Plan. A further Green Belt review is proposed through the Greater Cambridge Local Plan, with potential releases to deliver housing development, such as the Site. A Green Belt release at the Site's location is endorsed to provide for the delivery of local housing and to boost provision, alongside the ability to present a clearly defensible settlement edge at this location by utilising the railway embankment alongside the comprehensive landscape strategy.

The Council proposed at Local Plan submission stage to extend the Green Belt to include land between the former barracks and the Site. Shortly after the Plan was submitted for examination, planning permission was granted at appeal for residential development of this land. The Planning Inspector who decided the Appeal determined it was not necessary to extend the Green Belt to meet the objective of maintaining the separate identity of the village. The Local Plan Inspector agreed with the appeal Inspector and subsequently no revision was made to the Green Belt at this location.

A further Green Belt review is proposed through the Greater Cambridge Local Plan, with potential releases to deliver housing development such as the Site. Green Belt releases at the Site's location would provide for the delivery of local housing and would present a clear defensible settlement edge at this location by utilising the railway embankment alongside Green Infrastructure.



## 3.2 Technical Considerations

The technical assessments engaged on the promotional site have demonstrated that a significant area of the site is developable and would be able to accommodate an appropriate quantum of residential development. Where constraints have been identified, it has been established that mitigation is achievable.

The assessments which have been engaged include the following, and provide a high level technical context to inform the promotion of the site and its consideration at this current stage of the Plan's preparation:

- Ecological Assessment
- Arboriculture Survey
- Flood Risk Assessment
- Landscape and Visual Assessment

The technical assessments support the indicative Masterplan which has been prepared to show how the site could be sensitively developed with built form extending across a 7 hectare area.

### Ecology

A preliminary Ecological Appraisal, including an extended Phase I Habitat Survey, has been undertaken by Southern Ecological Solutions. This assessment did not identify any ecological assets of value or concern to the development potential of the Site.

- The bulk of the Site is managed arable farmland which has limited ecological value. The Site contains areas of semi-improved grassland and small areas of semi-natural broadleaved woodland which have been assessed providing moderate value habitats, but with an overall ecological value that is limited. The Site also has hedgerows that have been assessed as 'species poor' with little contribution as commuting and foraging corridors.
- Any impacts derived from the development of the Site can be mitigated in line with relevant wildlife legislation. Additional surveys will be undertaken to ensure that satisfactory mitigation strategies will be provided, to ensure development results in positive impacts on local biodiversity and net enhancements.
- Provision of species rich planting will mitigate impacts of the Site's development, but also deliver ecological gain for the wider area. Such landscaped areas will link with Green Infrastructure to form a coherent network of green spaces, including the retained area of semi-natural broadleaved woodland adjacent to Saberton Close.

The opportunity for substantial ecological and environmental enhancements through the delivery of the Site is evident through comprehensive planting and provision of new habitats along green corridors. In particular, there is the opportunity for a large eastern area of open space to provide significant improvements to biodiversity. This ecological enhancement area could be identified through a designation as Green Infrastructure, with adjacent housing development providing connectivity and linkages to Waterbeach.

### Arboriculture

Southern Ecological Solutions were engaged assess trees both within and adjacent to the Site. This survey analysed the condition of the trees and identified 85 individual trees alongside woodland groups that have informed the Site's landscape proposals.

- The survey identified only a few trees of particular significance with most of the tree stock considered as relatively young and self-seeded. A mature Ash tree was identified as meeting the criteria of BS Category A2, located on the western fringe of the site. Other large trees, including two willow trees, were identified as being of only moderate quality, and suffering with long-term structural issues resulting in limited longevity.
- The areas of woodland identified in the Neighbourhood Plan to the rear of Park Crescent and Saberton Close, have been assessed and are not considered to be of arboricultural, ecological or recreational merit. The arboricultural assessment establishes that these areas are significantly affected by bramble, which limits the ability to act as effective areas of habitat refuge and diminishes the potential of the trees to properly mature.

The retained area of woodland will be incorporated into a wider Green Infrastructure scheme that will link with the proposed Green Infrastructure to the east, which will accommodate comprehensive landscaping and replacement planting. Overall, this will enhance the ecological value of the Promotion Site and sympathetically respect those trees of merit.



# Technical Considerations

## Drainage and Flood Risk

The Environment Agency Flood Map identifies that approximately half of the site lies outside of any flood designation. The balance of the Site lies within various flood zones, including defended flood zone 3, with formal flood defences formed by the banks of the River Cam. WSP have been appointed to determine the extent of flood risk across the Site. This has included hydraulic modelling to provide a detailed assessment of flood extents and identify what parts of the Site are available for development.

The modelling confirmed that the eastern limits of the Site are within defended flood zone 3, covering approximately 7hectares focussed within the western half of the Site. It is considered that the area of the Site affected by flood risk would form an extensive area Green Infrastructure to reinforce the settlement edge.

There is a network of drains and ditches across the site that will be incorporated into green corridors and actively used to drain the site sustainably. The implementation of this scheme will be detailed through a Strategic Flood Risk Assessment and Drainage Strategy.




-  Defended 1 in 100yr plus 35% Climate Change Extent
-  Developable Land
-  Site Boundary



Fig.3.3 Potential developable Area beyond the modelled 1 in 100 year plus climate change maximum flood extent in defended scenario (WSP, 2019)



# Technical Considerations

## Landscape

Southern Ecological Solutions have carried out a preliminary Landscape and Visual Assessment (LVA) that outlines the principal landscape and visual constraints and opportunities as well as the contribution the Site has to its setting.

- The Site is not constrained by landscape considerations, with the area towards the west influenced by the proximity to the established settlement edge. The LVA recognises that the Site benefits from a sense of enclosure and containment:
- The western boundary is strongly influenced by built form, establishing an urban character.
- Existing buildings along Burgess Road and Bannold Road to the north and south enclose parts of the Site and provide effective screening that limits its visibility.
- The embanked railway line forming the eastern boundary is the most visually prominent boundary feature. The railway is clearly visible from local vantage points and provides a significant separation from the Fenland beyond.
- A developable area of 7 hectares has been identified within the western area of the Site which is well screened and not at risk of flooding (Flood Zone 1). The developable area does not contribute to the Fenland setting of Waterbeach, with existing housing immediately bounding the Site limiting its Fenland contribution.

The LVA has considered the relationship between the Site and the Grade II listed 31 Burgess Road, noting that the context of the listed building has been significantly altered by extant planning permission (S/3352/17/FUL) for the development of two dwellings immediately adjacent to the rear of the property; reducing the possible contribution of the Bannold Road Site to the setting of this listed building. As such, the development of the Site will not cause any detriment to the overall setting of the listed thatched cottage and the approval of infill housing at this location demonstrates the acceptability of the location for further development. The impact of the development on other recognised views across the site to St John's church in the east can be incorporated into the masterplan for the Site.

The LVA considers that the embanked railway line can create a strong enclosing feature with the adjacent land capable of providing a softened edge. This will lead to a more appropriate transition in landscape character from the eastern edge of Waterbeach into the wider Fenland beyond the railway line.

- The eastern half of the Site, will be set aside as an undeveloped area of Green Infrastructure to accommodate a comprehensive landscaped transition that responds to the considerations identified in the Neighbourhood Plan to ensure that the eastern edge of Waterbeach more coherently ties into the Fen landscape beyond the railway line.



Key

-  Site Boundary
-  Potential Residential Development Parcels A & B
-  Potential Residential Development Parcels D (Lower Density / Settlement Edge)
-  Existing woodland retained and enhanced
-  Retained strategic vegetation (trees and hedgerows)
-  Development set back from setting of adjoining Listed Building (Grade II)
-  Enhance existing 'Gateways' between Waterbeach and surrounding Fen landscape
-  Strategic multi-functional Green Infrastructure / Open Space
-  Landscape butter incorporating existing / proposed strategic native vegetation to integrate new settlement edge
-  Strategic Green Corridors connecting open space / wildlife habitats & providing framework for development
-  Strategic Pedestrian / Cycle Routes
-  Existing Ditches to be incorporated into proposed SuDS network

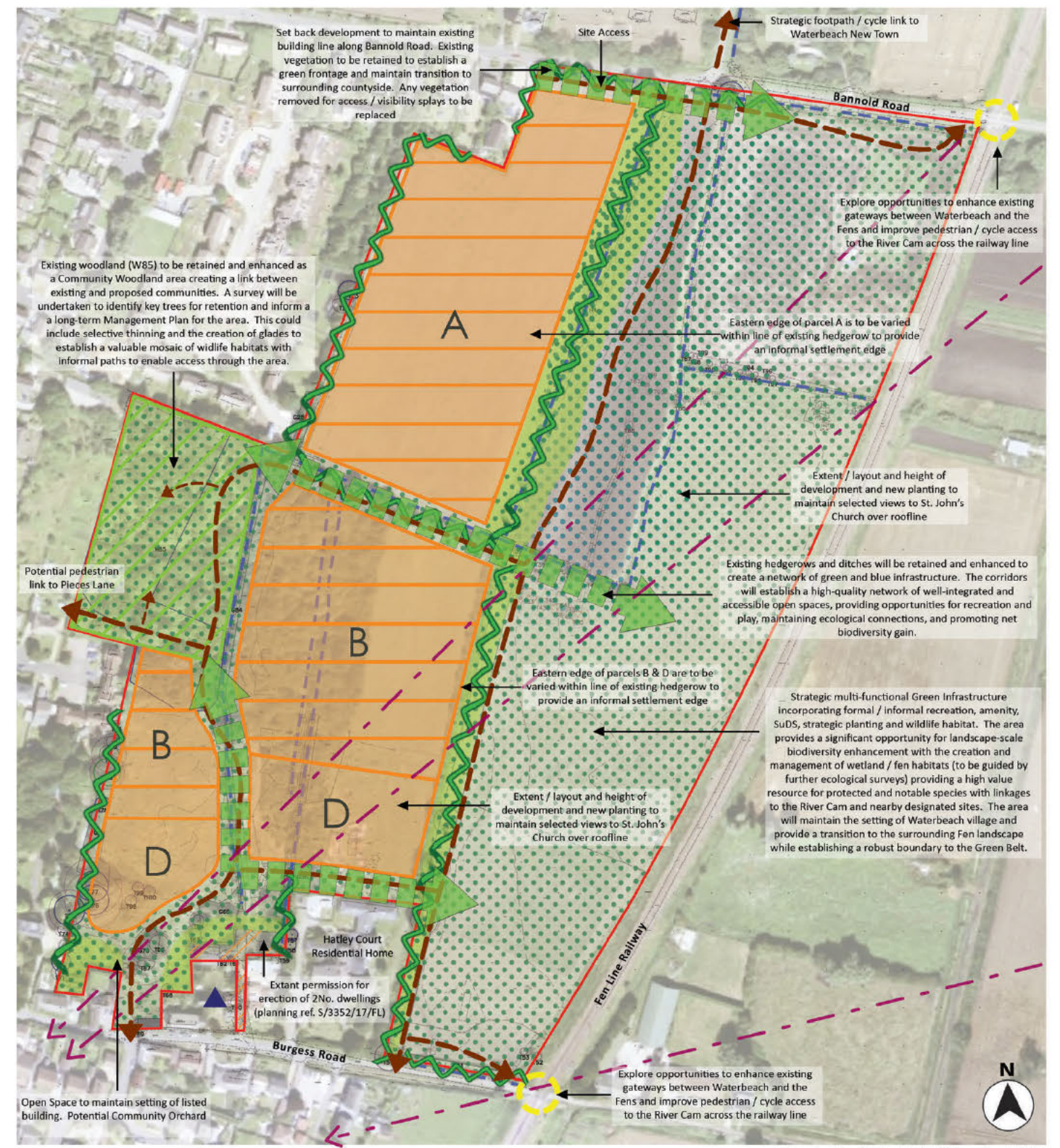
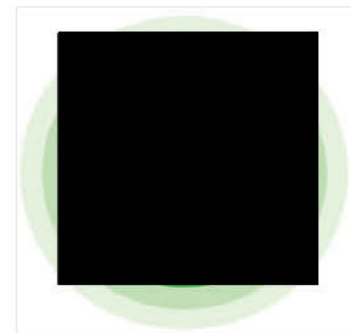


Fig.3.4 Landscape Appraisal

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# 4 Site Masterplan

# 4.0 Masterplan

The Masterplan for the site takes into account all of the technical considerations documented, whilst demonstrating how new linkages will be provided alongside substantial Green infrastructure. The resulting developable areas will accommodate 200 dwellings as part of a logical extension to the existing built up area of Waterbeach.

## Key




























-  The Site
-  Site Access
-  Primary Route (Boulevard Street)
-  Secondary Route (Shared Surface Street)
-  Tertiary Route (Narrow Lanes)
-  Built Form (Residential)
-  Marker Building
-  Views in and out inc. Church view
-  Views / Access to POS
-  Formal Pedestrian / Cycle Route Link
-  Informal Paths
-  Butter Planting
-  Buffer with Bridleway
-  Small Raised Embankment
-  Grassed Areas
-  Rustic Trim Trail / Play
-  Informal Bird Hide / Screen
-  Pond Area
-  Seasonal Pools
-  Boardwalks
-  Access Gates
-  Existing Ditch
-  Improved Fencing
-  Railway Line
-  Rail / Road Crossing
-  Interpretation Boards
-  Existing Hedgeline



Fig.4.1 Masterplan



## 4.1 Conclusion

The Site at Bannold Road, Waterbeach should be removed from the Green Belt in the emerging Greater Cambridge Local Plan to accommodate residential development, Green Infrastructure and essential connectivity to the new railway station

- The Site is available, suitable, developable and within a recognised sustainable location that benefits from proximity to an established and significantly growing service base. The mainline railway station provides a high level of accessibility to the wider area, including the expanding job market in Cambridge City.
- The Site is not highly functioning against the strategic purposes of the Green Belt and the opportunity should be taken to utilise the embanked Fen Line Railway as a new defensible limit to the settlement..
- Allocation of the Site would comply with the NPPF that non-strategic scaled sites are a critical component of the housing supply to ensure that delivery is maintained alongside that from complex strategic sites which can experience delays in both infrastructure and housing construction.
- Consideration of Waterbeach for further growth through the emerging Greater Cambridge Local Plan is inevitable given its position within the settlement hierarchy. The Site represents a sound and appropriate allocation to reaffirm the emerging spatial strategy.
- The Site has the ability to provide for some of the requirements of the Waterbeach Neighbourhood Plan, achieving primary objectives in deliver residential development that reflects the needs and character of the original village, whilst simultaneously facilitating enhanced linkages to Waterbeach New Town and the relocated railway station.
- The Site is not constrained by technical considerations and provides an opportunity to enhance biodiversity, the local environment and strengthen the landscape setting of Waterbeach and preserving the village's distinctiveness.

The release of the Site from the Green Belt would not undermine its wider strategic function within Greater Cambridge, whilst localised impacts would be limited. The Site does not demonstrate the requisite purposes of Green Belt in respect of conserving openness, preventing coalescence or restricting urban sprawl. The Site would however provide an appropriate and sustainable extension to Waterbeach that is in accordance with the strategic approach to distributing development. The Site's allocation will complement the delivery of the Waterbeach New Town by facilitating essential linkages to ensure that the benefits of the strategic development are better realised, and the relocated railway station is accessible to residents of the village on foot and by cycle. There is also the opportunity to enhance the network of bridleways

The release, allocation and development of the Site through the emerging Greater Cambridge Local Plan will deliver the quantity and type of housing that is needed within the District. It will also support the ongoing unprecedented growth of the sub-region, whilst also supporting the needs of the local community within a wider strategic context and deliver enhancements that will help achieve the objectives of the Waterbeach Neighbourhood Plan and realise sustainable growth.





[Redacted]

[Redacted]  
Bannold Road, Waterbeach



# CLAREMONT

PLANNING CONSULTANCY

Waterbeach Neighbourhood Plan- Submission Consultation  
Greater Cambridge Shared Planning Policy Team  
South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

Sent via e-mail to:neighbourhood.planning@scambs.gov.uk

16 April 2020

Dear Sir or Madam

## **REPRESENTATIONS TO THE SUBMISSION CONSULTATION OF THE EMERGING WATERBEACH NEIGHBOURHOOD PLAN: LAND AT BANNOLD ROAD, WATERBEACH SITE PROMOTION**

Claremont Planning have been instructed by [REDACTED] (Waterbeach) to prepare representations to the consultation exercise of the Submission version of the Waterbeach Neighbourhood Plan. This submission relates to land under their control at Bannold Road, Waterbeach and the emerging policies proposed through the Neighbourhood Plan.

Accordingly, the following information is submitted in support of these representations:

- Completed Neighbourhood Plan Response Forms;
- Site Location Plan identifying land at Bannold Road, Waterbeach;
- Promotional Document relating to land at Bannold Road, Waterbeach.

[REDACTED] are keen to establish the Bannold Road site's suitability, availability and deliverability as a location to achieve sustainable residential development that can achieve the objectives identified in the emerging Neighbourhood Plan.

[REDACTED] specialise in the promotion and delivery of strategic sites through the plan preparation process and by securing planning permission for development. They have a long-proven track record in achieving residential allocation and development in sustainable locations across central, southern and eastern England. They believe the UK's consistent failure to provide the number of homes it needs is best addressed through the provision of homes on sustainable sites, but particularly those which address housing shortfall and deliver well-designed schemes that address the local demographic.

The consultation on the Neighbourhood Plan is an ideal opportunity to present the Bannold Road site for consideration, following its submission to South Cambridgeshire District Council through both the Call for Sites exercise held in March 2019 and through the Issues and Options Consultation of the emerging Greater Cambridge Local Plan. The site is considered to be an appropriate location for development at Waterbeach that is able to contribute towards meeting specific requirements of the village.

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Registration No. 9996873

The delivery of the Bannold Road site will not be restricted by infrastructure delivery and will not cause any increase in flood risk to neighbouring lands. The development has the potential to deliver 40% affordable housing on site as well as substantial recreational open space and over 6.6 hectares of Green Infrastructure incorporating a footway/cycleway to the new railway station from the old (as sought by the Greater Cambridge Greenway Initiative) and a bridleway adjacent to the railway. The eastern limits of the site are influenced by the River Cam's flood extent and this promotion provides the opportunity to provide an area of recreated Fenland habitat that will deliver significant biodiversity enhancements.

### **The Waterbeach Neighbourhood Plan**

The emerging Neighbourhood Plan ('NP') will cover the Plan period from 2020 to 2031 and covers the administrative area of Waterbeach Parish Council. This includes the original village settlement of Waterbeach towards the south, as well as a large rural area to the north. It will also cover the strategic site allocation at the former RAF and barracks to the north of the village that will accommodate the Waterbeach New Town and relocated Railway Station.

The strategic allocation at Waterbeach New Town by the 2018 South Cambridgeshire District presents a distinct issue for the NP to address. It is recognised that a primary theme of the emerging NP is to preserve the rural quality of the original village and to ensure that it remains distinctive and separate from the New Town. This is also carefully balanced against the need of the NP to ensure that linkages with the New Town are maintained and provided where appropriate to ensure that the original village is able to take full advantage of the new services that will be delivered. It is considered that the approach taken by the NP appropriately balances these issues, given that the village will significantly benefit from the new facilities of the new settlement, but also seeks to ensure that the distinctive character of the village is preserved. Pedestrian, cycleway and equestrian links are provided and the rural setting is defended as far as possible.

### ***Development Potential***

The Bannold Road site represents a suitable, available and deliverable location for residential development. It is recognised that a large part of the site is designated as Green Belt, where development is restricted, and boundaries are only modified in exceptional circumstances. However, it should be noted that 8% of the site is not within the Green Belt and represents land adjacent to the existing areas of Waterbeach that should be considered sustainable and immediately deliverable in respect of seeking to boost housing provision. Through representations submitted to the emerging Greater Cambridge Local Plan, the site has been identified to the Council as a suitable location for Green Belt release where the modification of the eastern settlement boundary to Waterbeach would facilitate the allocation of immediately deliverable land as well as the related enhancements to public open space and biodiversity enhancements.

It is proposed that this eastern area of growth at Waterbeach should be revisited to contribute toward housing delivery through small to medium sites as advanced through Paragraph 68 of the NPPF, and to provide an identifiable, defensible limit to the settlement. The current Green Belt boundary to the south of Bannold Road is not entirely identifiable through established features, with some parts of the eastern field boundaries having no hedgerows. The delivery of the proposed development site south of Bannold Road would present a revised edge to the built extent of Waterbeach whilst also ensuring a new limit to the settlement along the railway line, creating a clear defensible limit to the Green Belt. Land to the immediate west of the railway line would be delivered as public open space and enhanced Fen habitat to contribute toward the landscape setting of Waterbeach and soften this eastern boundary edge.

The Green Belt designation across the Bannold Road site is not considered to be highly functioning when assessed against Paragraph 134 of the NPPF, as demonstrated through the assessment below:

- Urban Sprawl – The site demonstrates a weak contribution towards checking urban sprawl given the extent of urbanising influences already established and the containment provided by the site's boundary features;
- Merging of Towns - The site does not contribute towards the prevention of settlement coalescence given that its boundaries strongly separate the site from the wider landscape and limits the possibility of visual coalescence;
- Safeguarding of Countryside - This separation of the site from the surrounding countryside by its strong boundaries also prevents any development if it encroaches into the countryside and as such, restricts any contribution of the site's Green Belt to such a function;
- Historic Towns - It is considered that the site does not materially contribute towards preserving the setting of historical towns or towards the redevelopment of brownfield land given the wider context of the Greater Cambridge area; and
- Urban Regeneration – Through the South Cambridge Local Plan Review it was identified that insufficient capacity existed within settlements to meet the strategic housing need. It is clear that there will be a need for development on green field land in sustainable locations to be released for development, the site offers the opportunity to assist in meeting the strategic need for the area.

### **The Bannold Road Site**

Located towards the eastern edge of Waterbeach, the site extends over an area of approximately 14ha and is robustly enclosed by a number of physical features. To the east, the site's boundary is strongly formed by the Fen Line railway, in the south by Burgess Road and in the north by Bannold Road. To the west of the site the built-up extent of Waterbeach is immediately adjacent and has a coherent relationship with existing built form. The relationship of the site to the settlement edge has the potential to provide pedestrian and cycle linkages through from Burgess Road to the relocated railway station. These measures are considered essential to maintain the accessibility to the railway station for existing residential areas as required by the Waterbeach New Town SPD, the Greater Cambridge Greenway Initiative and as indicated through the emerging NP policy. The delivery of the Bannold Road site will enable a truly settlement wide access strategy to be provided, linking southern areas to the new railway station through a new eastern accessibility corridor within the promoted site.

To aid with the site's promotion, a Promotional Document has been produced and is attached to these representations. Section 4 of the Document provides a masterplan for the site, which in combination with identified site constraints has determined the developable areas. The Masterplan has taken into account the technical considerations and demonstrates how new linkages will be provided alongside substantial Green Infrastructure. The resulting developable areas can accommodate approximately 200 dwellings as part of a logical extension to the existing built-up area of Waterbeach.

The identified developable areas of the site are all located within Flood Zone 1 where residential development should be encouraged. To the eastern edge of the site adjacent to the railway line, the flood risk is defended but is identified as being Defended Flood Zone 3. The extent of flood zones across this eastern area through detailed hydraulic modelling has been undertaken by WSP. This modelling has confirmed that the eastern portion of the site, approximately 6.7ha in size is within Defended Flood Zone 3 and determined the limits of the flooding when taking into account flood events and climate change. This work has established that the identified developable area of circa 7.3ha is within Flood Zone 1 and is not reliant upon flood defences.



In response to the assessments undertaken, the Masterplan shows how development will be focussed towards the western side of the site adjacent to existing dwellings. In contrast, the eastern edge of the site adjacent to the railway line, will provide a new landscape buffer to the settlement where flood water storage will be provided for alongside enhanced fenland habitat areas. It is considered that the development will be able to provide for a robust landscaped edge to Waterbeach, mitigating any visual impacts on the perception of openness across the Fenland.

Within the site, areas of woodland have been recognised as providing environmental gain with the potential to provide green linkages between Waterbeach and the expanded eastern area, with new footways and cycleway. Such linkages will facilitate access through the proposed development to the railway station, as demonstrated through the proposed Masterplan.

[REDACTED] believe that the land promoted represents an opportunity for Waterbeach to deliver housing aimed at addressing local housing requirements and providing for affordable homes within a more immediate timescale than the wider strategic allocation. The Masterplan for the site sensitivity takes into account environmental factors whilst defining a new eastern settlement edge to the town. The scheme promoted will also contribute towards the delivery of NP Policy aspirations, specifically the provision of direct linkages to the relocated railway station and the representations made by the equestrian society to extend and improve the bridleway network.

## Summary

Attached to these representations are completed response forms. The submissions are made in context of the land at Bannold Road. The representations confirm how achieving development of this site will comply with the aspirations of the Neighbourhood Plan and contribute towards realising sustainable growth at Waterbeach village into the future.

The site at Bannold Road should be considered a sustainable and suitable location to achieve new residential growth that can meet the needs of the village, but also contribute towards achieving the objectives of the Neighbourhood Plan. It is requested that these representations are considered in the preparation of the Waterbeach Neighbourhood Plan. We look forward to receiving confirmation of the receipt of these representations and we welcome the opportunity to discuss the development of the site with you.

Yours Sincerely,

[REDACTED]

**Katherine Else MRTPI Bsc Hons PG Dip**  
Managing Director

[REDACTED]  
[REDACTED]

# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

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All comments **must** be received by 5pm on Tuesday 20 April 2021.

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**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>		<b>Agent's name:</b>	<b>Mrs Katherine Else</b>
<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 21
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

The provision of adequate housing mixes is a core component of residential development management policy and therefore it is appropriate for such a policy to be included in the Neighbourhood Plan. The policy should ensure that it reflects the needs of the Parish and that it is able to satisfy the growth requirements of the community over the Plan period. The requirements of Policy WAT 21 reflect the needs of the village, in particular, the demand for smaller properties and it is considered that the site at Bannold Road is able to comply with these requirements.

Although the delivery of the New Town to the north of Waterbeach will deliver a significant number of homes, these homes may not necessarily meet the requirements of Waterbeach village. The supporting text to the policy has, for example, identified that a lower level of affordable housing has been approved at the New Town on the grounds of viability. It is considered that the New Town will meet the strategic requirements of the District rather than the needs at the lower level within Waterbeach village itself. The development of the Bannold Road site will be able to implement the requirements of Policy WAT 21 insofar as delivering a locally stipulated mix of housing and it can also contribute towards satisfying the local need for homes. Delivery of further development at Waterbeach through non-strategic scaled developments would ensure delivery of affordable homes and smaller homes identified as meeting a local need within Waterbeach parish.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

The development of the Bannold Road could contribute to meeting the housing mix targeted towards meeting the different needs in Waterbeach parish.



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Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

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<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 20
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

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If you consider that the referendum boundary should be extended, please outline your reasons.

Table 6.3 provides an assessment of formal and informal open spaces in Waterbeach Parish. Site 8 within Table 6.3 is described as Woodland behind Saberton Close and Park Crescent that should be identified as an important site for parish biodiversity within Policy WAT20. This area of woodland is located within the Bannold Road promotion site and the proposals for this site identified within the supporting Promotional document include retention and enhancements to the woodland that will be complementary to its biodiversity value. This woodland would form part of a wider landscaping scheme that creates a link between the existing and proposed residential development. It is proposed that a long-term management plan for this area will be progressed that will include selective thinning and the creation of glades to establish a valuable mosaic of wildlife habitats with informal paths to enable access through the area whilst protecting important biodiversity features.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

The development of the Bannold Road site will enable the effective long-term management of the woodland identified as Site 8 on Table 6.3 within the Neighbourhood Plan.



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# Waterbeach Neighbourhood Plan



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Please tick: Yes  No

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<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
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<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 16
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

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If you consider that the referendum boundary should be extended, please outline your reasons.

Midload Farm and Town Holt are identified in Policy WAT16 as important edge of settlement sites on the eastern edge of Waterbeach. Given that they comprise open and tranquil sites that provide an attractive setting to the village edge, their contribution to the setting of Waterbeach should be recognised. The Bannold Road site is not designated as an important site at the edge of the village as it does not offer the same level of importance to the setting of Waterbeach as Midload Farm and Town Holt. It is correct that the Bannold Road site is not identified as a site within Policy WAT16.

The development of the Bannold Road site could contribute to the setting of Waterbeach through an effective landscape strategy. Mitigation impacts could be secured to the open Fen-edge landscape at the fringe of Waterbeach and also provide links with Midload Farm. The implementation of a residential scheme on the Bannold Road site will ensure a sympathetic and transitional environment that will reinforce the landscape value of this area. Furthermore, by taking advantage of the Fen Line railway that forms the eastern boundary of the site, this will provide a defensible edge between the open Fens to the east and the edge of Waterbeach to the west.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Midload Farm and Town Holt should be recognised as important edge of settlement sites on the eastern edge of Waterbeach village. The development of the Bannold Road site could contribute to the setting of the eastern edge Waterbeach through the implementation of an effective landscape strategy.



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Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



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Please tick: Yes  No

## Part A – Your Details

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<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
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<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 15
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

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If you consider that the referendum boundary should be extended, please outline your reasons.

It is acknowledged that the emerging Neighbourhood Plan attributes significant focus towards conserving the landscape setting of Waterbeach, in particular the setting of the village towards its northern and eastern edge where it is open to the Cambridgeshire Fenland. However, as it is currently drafted, the policy is overly prescriptive as it fails to recognise that other technical considerations that influence the delivery of new development.

Schedule 2 of the emerging policy establishes locational requirements that correspond to the landscape principles to development around Waterbeach. For example, the site at Bannold Road is located adjacent to the urban edge and as such, the issues of views are a key consideration. The wording of the policy suggests that focal buildings, local materials and architectural styles should be used to enhance views or frame them. The application of such principles should not be inappropriately restrictive, especially given the established features that exist at the village, such as the Fen Line railway and the development context as established at the Waterbeach New Town

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Objection is made to this policy as currently drafted as it is considered that the wording is overly prescriptive. An element of flexibility should be acknowledged within the wording of the policy in particular within the design principles set out at Schedule 2.



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# Waterbeach Neighbourhood Plan



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Please tick: Yes  No

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<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
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<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 14
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

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If you consider that the referendum boundary should be extended, please outline your reasons.

This policy establishes an extensive range of design requirements for development coming forward within Waterbeach. Schedule 1 sets out the design principles by location and how proposals should respond to their locations. It considered that as currently drafted these design principles are overly prescriptive.

These design principles should be implemented in the context of preserving the rural setting of the village, but they should not restrict sustainable development proposals from coming forward. If these principles are applied as currently drafted it will likely prevent delivery of growth that would be normally regarded as sympathetic and sustainable. The site at Bannold Road is located at the urban edge of the settlement and as such Principle WDP8 of Schedule 1 would apply. It is considered that the requirement within WDP8 for proposed dwellings to be set back from the street may not be appropriate in all circumstances. It is considered that the development proposals should be considered against their own merits. The design requirements should be drafted to ensure that they include some degree of flexibility.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Objection is made to this policy as currently drafted as it is considered that the wording is overly prescriptive. An element of flexibility should be acknowledged within the wording of the policy in particular within the design principles set out at Schedule 1.

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# Waterbeach Neighbourhood Plan



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Please tick: Yes  No

## Part A – Your Details

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<b>Name:</b>		<b>Agent's name:</b>	<b>Mrs Katherine Else</b>
<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 9
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Whilst no public rights of way cross the site at Bannold Road, it is evident that delivery of the site will be able to contribute towards the enhancement of the public rights of way network in Waterbeach. Specifically, the provision of new linkages in a north-south arrangement through the site, will encourage new movements across the village and encourage the use of the existing public rights of way network located in the wider area. It is appropriate for the Neighbourhood Plan to establish a policy that maintains and enhances the network in the settlement and towards the New Town, so to encourage sustainable modes of transport such as accessing services via foot and cycle

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Support is given to this policy, in particular, in terms of improved linkages to the public rights of way network within Waterbeach.

**Completed forms must be received by 5pm on 20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday 20 April 2021.

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**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No



## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>		<b>Agent's name:</b>	<b>Mrs Katherine Else</b>
<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 8
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

It is considered that the objective of this policy directly relates to the core purpose of the Neighbourhood Plan in safeguarding the original village from the impacts arising from the delivery of the Waterbeach New Town. This includes managing the impacts of increased traffic movements as a result of the implementation of the new town, but also to small development proposals coming forward within the village. The policy focusses on the impacts of increased traffic movement on residential amenity.

Implementation of this policy must be carefully considered, the requirements identified in the emerging policy may result in overly prescriptive management that reduces potential in achieving sustainable development. The policy needs to acknowledge how realistic mitigation measures can be achieved, with improvements such as how pavement widening, junction re-arrangement and street planting can be practically implemented without endangering viable delivery of sustainable development.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

It is considered that this policy as currently drafted is overly prescriptive in terms of the mitigation measures identified. This could negatively affect the viable delivery if sustainable development.

**Completed forms must be received by 5pm on 20 April 2021 at:**

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Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>		<b>Agent's name:</b>	<b>Mrs Katherine Else</b>
<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 5
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Support is given to this policy as it is considered vital that the Neighbourhood Plan promotes new linkages and routes between the original village and the new settlement so that residents may fully take advantage of the new services including the New Town schools. It is maintained that the site at Bannold Road will be able to facilitate these new linkages between the north and south of Waterbeach. This will enhance connectivity within the original settlement but also better links to the New Town delivered to the north of the village.

The Neighbourhood Plan must also ensure that it emphasises that these linkages should be suitable for pedestrian, cycle and equestrian use in its efforts to encourage a modal shift away from the use of private car. By ensuring that access to the new services within the New Town, including schools, is made by foot rather than car, it will promote healthier lifestyles and contribute towards minimising emissions within Waterbeach. Robust links between the village and the New Town will contribute towards achieving a cohesive community, rather than establishing two separate settlements that fail to appropriately interlink. Provision of new routes through the site at Bannold Road will therefore contribute towards realising the objectives of Policy WT5.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Support is given to maintaining sustainable access routes to Waterbeach New Town Schools. These linkages should be for pedestrian and cycle use in its efforts to encourage a modal shift away from the private car.

**Completed forms must be received by 5pm on 20 April 2021 at:**

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Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

# Waterbeach Neighbourhood Plan



## Response Form

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Part A – Your Details

Part B – Your Response

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>		<b>Agent's name:</b>	<b>Mrs Katherine Else</b>
<b>Name of organisation:</b> (if applicable)	██████████ on behalf of ██████████ ██████████ ██████████	<b>Name of Agent's organisation:</b> (if applicable)	Claremont Planning
<b>Address:</b>	C/o Agent	<b>Agent's Address:</b>	Second Floor, 2 Snow Hill, Snow Hill Queensway, Birmingham
<b>Postcode:</b>		<b>Postcode:</b>	B4 6GA
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	0121 231 3610
<b>Signature:</b>		<b>Date:</b>	16/04/2021

If you are submitting the form electronically, no signature is required.

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Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	WAT 2
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

The Neighbourhood Plan identifies the strategic policy that requires the relocation of Waterbeach railway station to the north to better serve the New Town site. This is appropriate given the significant level of development to be delivered at the New Town. It is considered that the policy makes appropriate moves to ensure that new linkages are provided between the location of the original station and the relocated railway station. The Plan identifies at Map 6.2 a safeguarded route to ensure that linkages are maintained between the area currently served the rail station following its relocation. Support is given to this suggested route as it represents the most direct and deliverable link between the old railway station site and the relocated site. However, the Plan does not provide any basis as to how this new route may be implemented or formalised, particularly given that it crosses an area of potential flood risk. Given that Landhold Capital control the site within which the route passes, it is considered that development of the Bannold Road site will provide an opportunity to deliver a more direct route and ensure that the link is implemented. Furthermore, it is maintained that this route will provide an opportunity for pedestrian, cycle and equestrian linkages and support the wider significant use of sustainable forms of transport.

Provision of this link as is an objective of the Waterbeach New Town Supplementary Planning Document ('SPD') and the Greenway Initiative. It identifies the importance in ensuring that both the new town, as well as the relocated railway station, maintains connectivity with the original village and the national cycle network. It is considered that the site at Bannold Road will provide an opportunity to comply with the aspirations of the Waterbeach New Town SPD and Greenway Initiative, but also realise the objectives of the Neighbourhood Plan as provided through Policy WAT2. Delivery of the Bannold Road site will be able to contribute towards formalising a sustainable route between the new station and the south eastern area of Waterbeach as well as reinforcing new links between the village and the new town overall.



**Summary of Comments:**

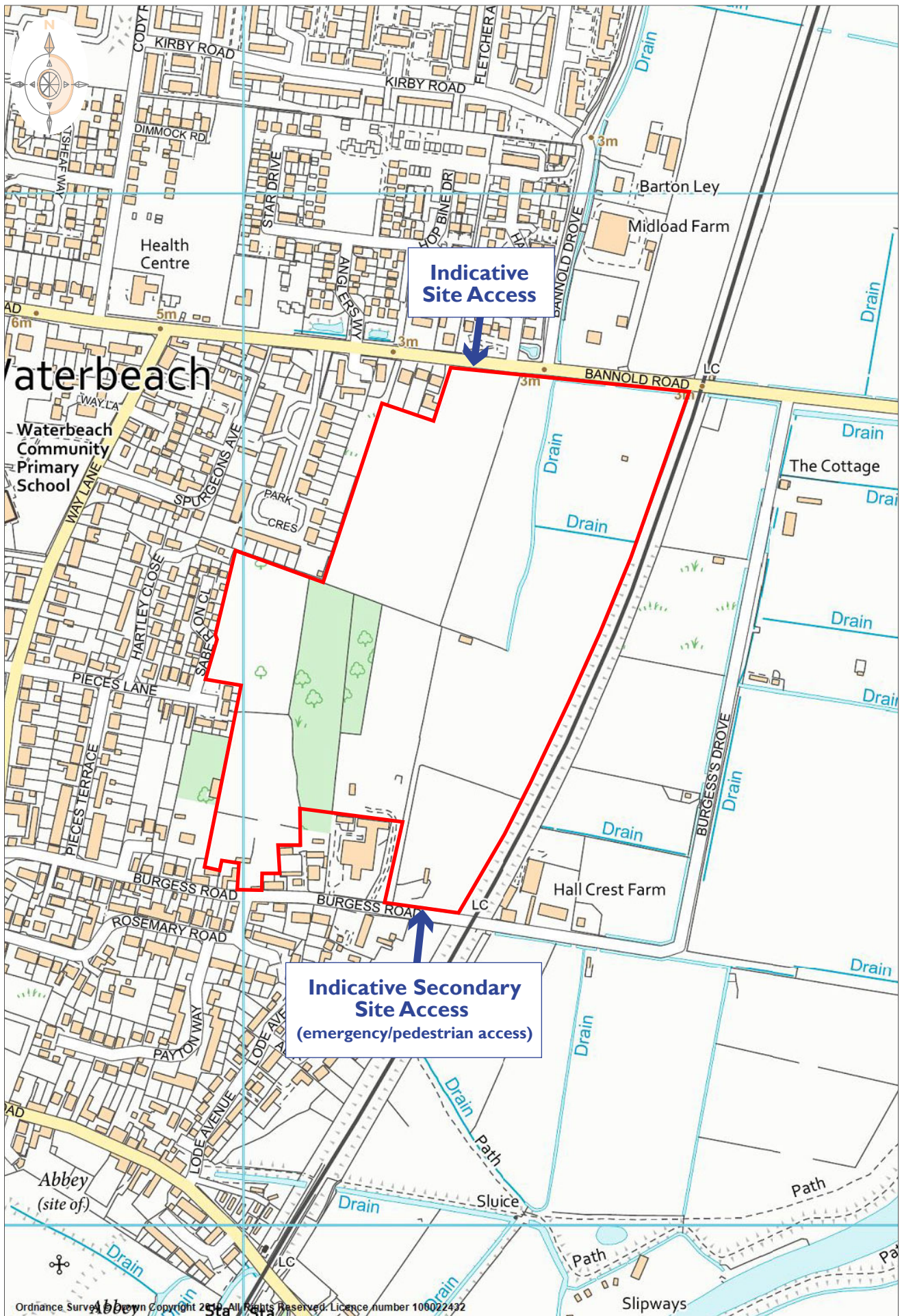
If your comments are longer than 100 words, please summarise the main issues raised.

Support is given to the route identified on Map 6.2 as a cycle and pedestrian route linking the village to the relocated railway station. Delivery of the Bannold Road site will be able to provide new access opportunities northwards towards the Waterbeach New Town.

**Completed forms must be received by 5pm on 20 April 2021 at:**

Email: [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA




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Project Waterbeach, Cambridgeshire  
 Title Site Plan  
 Client Southern & Regional Developments

Drawing Number  
 04120-3  
 REV  
 00

Status	Drawn By	PM/Checked by	Approved
FINAL	JC	TR	Approved
Job Ref	Scale @ A4	Date Created	
04120	(Detail) 1:5000	20/03/2019	

  
 Claremont Planning Consultancy  
 Suite 205 - Second Floor, 2 Snow Hill, Snowhill Queensway, Birmingham B4 6GA  
 T: 0121 231 3610 M: 07779112641

68683

Comment

**Waterbeach Neighbourhood Plan, Vision and objectives****Respondent:** NHS Cambridgeshire and Peterborough Clinical Commissioning Group**Date received:** 19/04/2021 via Email**Summary:**

The recognition of the need to provide increased health provision capacity as part of the Waterbeach New Town is recognised and acknowledged. The details of which will need to be discussed with the NHS Cambridge and Peterborough CCG and the developer as part of the Waterbeach New Town Planning process to ensure that the right provision is made at the right time to support the growth location. In the interim period, the GP practice is working with the CCG to reconfigure the premises and are confident that as a result will have the capacity to support the existing practice demands and the expected increase in patient numbers until the new premises are developed. Once the new premises are operational (currently scheduled for 2027) it is proposed that the existing surgery in Waterbeach will close.

**Full text:**

-

**Attachments:** Supporting Documents - <https://scambs.oc2.uk/a/sd964>

# Waterbeach Neighbourhood Plan



## Response Form

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All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

### Data Protection

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Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No



## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	<b>Lucy MacLeod</b>	<b>Agent's name:</b>	<b>N/A</b>
<b>Name of organisation:</b> (if applicable)	<b>NHS Cambridge and Peterborough CCG</b>	<b>Name of Agent's organisation:</b> (if applicable)	<b>N/A</b>
<b>Address:</b>	NHS Cambridge and Peterborough CCG Lockton House Clarendon Road Cambridge CB2 8FH	<b>Agent's Address:</b>	<b>N/A</b>
<b>Postcode:</b>	<b>CB2 8FH</b>	<b>Postcode:</b>	
<b>Email:</b>	<b>[REDACTED]</b>	<b>Email:</b>	
<b>Telephone:</b>		<b>Telephone:</b>	
<b>Signature:</b>		<b>Date:</b>	

If you are submitting the form electronically, no signature is required.



For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> <b>Support</b> <input type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

The focus on sustainability, environment and wellbeing within the Neighbourhood plan is supported.

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

The recognition of the need to provide increased health provision capacity as part of the Waterbeach New Town is recognised and acknowledged. The details of which will need to be discussed with the NHS Cambridge and Peterborough CCG and the developer as part of the Waterbeach New Town Planning process to ensure that the right provision is made at the right time to support the growth location. In the interim period, the GP practice is working with the CCG to reconfigure the premises and are confident that as a result will have the capacity to support the existing practice demands and the expected increase in patient numbers until the new premises are developed. Once the new premises are operational (currently scheduled for 2027) it is proposed that the existing surgery in Waterbeach will close.

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Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,

Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA

68637

Support

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**Waterbeach Neighbourhood Plan, Introduction ; Policy Context**

**Respondent:** Jude Sutton

**Date received:** 16/03/2021 via Email

**Summary:**

I whole heartedly support and endorse this proposed Neighbourhood Plan.

**Full text:**

Please accept this comment Waterbeach Parish Council Neighbourhood Plan Consultation.

I whole heartedly support and endorse this proposed Neighbourhood Plan.

**Attachments:** None

68714

Object

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Urban & Civic**Agent:** David Lock Associates**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT1

Whilst Map 6.1 accompanying Policy WT1 [now WAT 1] has been modified (Consultation Statement change Ref WT1-6, pg. 120), the alignment still does not reflect that illustrated within the SPD and through the plans accompanying the Outline and Reserve Matters Approval for Key Phase 1 of the Barracks and Airfield Redevelopment.

The text supporting the recommended change in the Consultation Statement indicates that the map has been amended:

"...so that the indicative route illustrates more clearly the indicative route set out in the Waterbeach New Town SPD. Also clarify on the map the route of the new pedestrian access to Denny Abbey along the causeway".

The route shown does not however reflect the alignment of the 'Causeway Link' shown on Figure 31 Indicative Framework Plan of the SPD. The route shown on Map 6.1 reflects the alignment of a primary movement and public transport route, shown on SPD Figure 31.

Map showing this part of submission.

This should be corrected, so the policy documents are consistent and reflect the planning approval.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96m>  
Supporting Document - <https://scambs.oc2.uk/a/sd96y>

68715

Object

**Waterbeach Neighbourhood Plan, Chapter 6 Planning policies - Transport policies****Respondent:** Urban & Civic**Agent:** David Lock Associates**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT1

Policy amended from Reg 14. This change (Consultation Statement change ref WT1-1, pg.66) has been made in response to a representation which indicated that greater priority should be given to non-motorised users and public transport rather than non-vehicular users.

The amended text at (c) now lacks clarity, as a link cannot be created without crossing vehicular thoroughfares. This should be made clear.

The text introduced at (d) is not consistent with the now approved Site Access Strategy for the Barracks and Airfield Redevelopment (approved as a condition 10 discharge on Outline Planning Permission (S/0559/17/OL)) and now being implemented.

This Site Access Strategy provides for managed access but does not entirely preclude some access for private vehicles, which is necessary for some existing residential properties within the Barracks area (notably those on Orchard Drive and the Papworth blocks) and for emergency vehicles. The wording at (d) is not consistent with this and should be adjusted to reflect that there is some flexibility in the scheme being implemented.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96m>  
Supporting Document - <https://scambs.oc2.uk/a/sd96y>



68716

Object

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**Waterbeach Neighbourhood Plan, Planning policies - Design, Conservation, Heritage, Green Infrastructure and Biodiversity****Respondent:** Urban & Civic**Agent:** David Lock Associates**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT19

changes made to this policy from Reg 14. U&C's representations have been noted. Further text has been provided to explain the rationale behind the policy. The ambition to avoid the provision of 'wet' drainage basins in isolation, which serve no other purpose, from being defined as public open space is accepted and acknowledged by U&C. Unfortunately, the policy as worded goes much further, and precludes recognition of drainage features that have dual purpose and can make a very positive contribution to amenity and well-being. For this reason, the February 2020 objection, reproduced in column 2, is maintained.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96m>Supporting Document - <https://scambs.oc2.uk/a/sd96y>

68717

Comment

**Waterbeach Neighbourhood Plan, Planning Policies - Housing****Respondent:** Urban & Civic**Agent:** David Lock Associates**Date received:** 20/04/2021 via Email**Summary:**

Policy WAT23

Amendments made to this policy from Reg 14.

U&C recognise that there is an understandable desire for local people to benefit directly from development occurring upon their doorstep. Nevertheless, the allocation of the Waterbeach New Town in the South Cambridgeshire Local Plan reflects a strategy to focus provision to meet housing need across Cambridge and South Cambridgeshire, in several strategic locations. In this context, the housing needs of all residents within the District and the City can be regarded as having equal priority. The redrafted policy maintains a level of local priority in conflict with the overarching Local Plan Strategy. It is for the District Council to address the implications of this position in their response to the Submission Neighbourhood Plan and consider the implications for the allocation of Affordable Housing to those most in need.

**Full text:**

-

**Attachments:** Supporting Document - <https://scambs.oc2.uk/a/sd96m>  
Supporting Document - <https://scambs.oc2.uk/a/sd96y>

POLICY	Previous Representations February 2020	New Comments
<p><b>Policy WAT1 Securing connectivity between Waterbeach village and key destinations [formally WT1]</b></p>	<p>DIO/[REDACTED] entirely support the ambition of Policy W17. The accompanying diagram show as indicative route for a connection between the village and the Cambridge Research Park. Both the SPD and OPP prioritise pedestrian/cycle routes but not on the alignment indicated. While this diagram is not policy and only indicative, there is little purpose to an indicative diagram for a route which is not going to be delivered.</p>	<p>Whilst Map 6.1 accompanying Policy WT1 [now WAT 1] has been modified (Consultation Statement change Ref WT1-6, pg. 120), the alignment still does not reflect that illustrated with in the SPD and through the plans accompanying the Outline and Reserve Matters Approval for Key Phase 1 of the Barracks and Airfield Redevelopment.</p> <p>The text supporting the recommended change in the Consultation Statement indicates that the map has been amended:</p> <p>"...so that the indicative route illustrates more clearly the indicative route set out in the Waterbeach New Town SPD. Also clarify on the map the route of the new pedestrian access to Denny Abbey along the causeway".</p> <p>The route shown does <u>not</u> however reflect the alignment of the 'Causeway Link' shown on Figure 31 <i>Indicative Framework Plan</i> of the SPD. The route shown on Map 6.1 reflects the alignment of a primary movement and public transport route, shown on SPD Figure 31.</p> <p>The updated map is shown below.</p> <p>This should be corrected, so the policy documents are consistent and reflect the planning approval.</p> <div data-bbox="1160 1035 2234 1795" data-label="Figure"> </div> <p><b>Map 6.1 Indicative route for safe pedestrian and cycle link from Waterbeach village to Cambridge Research Park and Denny Abbey</b></p>



POLICY	Previous Representations February 2020	New Comments
		<p>Policy WAT 1 has been amended as follows: Policy WAT 1 – Securing connectivity between Waterbeach village and key destinations including the New Town, employment sites and recreation facilities.</p> <p>1. Development coming forward as part of the Waterbeach New Town will be required to make provision for: a) a direct, safe and high-quality segregated pedestrian and cycle route providing access for residents in Waterbeach village to shops and services provided at Waterbeach New Town and the planned relocated railway station; b) a footpath from the built-up area of the proposed Waterbeach New Town to Denny Abbey along the causeway; c) a direct, safe and non-motorised high-quality pedestrian and cycle link from Waterbeach village to Cambridge Research Park; and d) a direct motorised route for public transport vehicles only from Waterbeach village to Waterbeach New Town. This change (Consultation Statement change ref WT1-1, pg.66) has been made in response to a representation which indicated that greater priority should be given to non-motorised users and public transport rather than non-vehicular users.</p> <p>The amended text at (c) now lacks clarity, as a link cannot be created without crossing vehicular thoroughfares. This should be made clear. The text introduced at (d) is not consistent with the now approved Site Access Strategy for the Barracks and Airfield Redevelopment (approved as a condition 10 discharge on Outline Planning Permission (S/0559/17/OL)) and now being implemented. This Site Access Strategy provides for managed access but does not entirely preclude some access for private vehicles, which is necessary for some existing residential properties within the Barracks area (notably those on Orchard Drive and the Papworth blocks) and for emergency vehicles. The wording at (d) is not consistent with this and should be adjusted to reflect that there is some flexibility in the scheme being implemented.</p>
<p><b>Policy WAT 19 [formally WGI 18]</b></p>	<p><i>There is no rationale or evidence to exclude all drainage basins from use as public open space and in doing so this Policy may inadvertently undermine sustainability objectives. Best practice in sustainable urban drainage (SUDs) involves the creation of a range of attenuation features. Many are attractive, naturalistic landscape features which offer benefits for wildlife and recreation (for example ponds, water gardens, rills). Some serve an attenuation function only occasionally and temporarily. These features add character, biodiversity and functionality to informal open spaces. If there is no scope for them to contribute to open space areas the policy may well discourage best practice in SUDs provision and result in more engineered high capacity solutions, which are less attractive, and without dual purpose or sustainability benefits.</i></p>	<p>There has been no change to the Policy which continues to be worded as follows:</p> <p><i>“...To be accepted as an acceptable form of public open space provision, the space must offer usable recreational space. Drainage basins will not be accepted as a contribution towards public open space”.</i></p> <p>Paragraph 6.19.2 of the supporting text has been updated to clarify that:</p> <p><i>“It [Waterbeach Heritage and Character Assessment] also identifies opportunities for improving the attractiveness of the recreation ground as an open space and it identifies examples of new development on Bannold Road where open space provision delivered as part of new development is limited in functionality (open space is solely limited to the provision of the drainage basins) and identifies a need for development to provide more practical and more useable open space. It is important that these open spaces are accessible to residents by reason of wellbeing and community interaction”</i></p> <p>█s representations have been noted. Further text has been provided to explain the rationale behind the policy. The ambition to avoid the provision of ‘wet’ drainage basins in isolation, which serve no other purpose, from being defined as public open space is accepted and acknowledged by U&amp;C. Unfortunately, the policy as worded goes much further, and precludes recognition of drainage features that have dual purpose and can make a very positive contribution to amenity and well-being. For this reason, the February 2020 objection, reproduced in column 2, is maintained.</p>
<p><b>Policy WAT23 – Allocation of affordable housing at Waterbeach New Town [formally WH21]</b></p>	<p><i>The plan making body supported by others, including the Community Land Trust, have an ambition to support provision of homes for local people, including those in need of affordable housing. This has been translated into policies which seek to skew the mix and allocation of affordable homes delivered through Section 106 in the New Town to specifically favour those local needs over and above wider need within the District. The allocation of the New Town is a strategic policy in the adopted Local Plan. The allocation was made and justified with reference to meeting the housing needs and supporting economic growth across the District and the City as a whole (the two authorities having adopted a</i></p>	<p>█ February 2020 reps in relation to this policy have been noted (<i>Consultation Statement</i>, page 103).</p> <p>Policy WAT23 has been amended as follows:</p> <p><i>“To be supported, residential development proposals at Waterbeach New Town must make a meaningful contribution towards meeting affordable housing needs in Waterbeach parish.</i></p> <p><i>This means that people with a strong local connection to Waterbeach parish (through residence, employment or close family) whose needs are not met by the open market will be given priority of allocation (be first to be offered the tenancy or shared ownership of the home) for a proportion of affordable homes being delivered at Waterbeach New Town as follows:</i></p> <ul style="list-style-type: none"> <li>• 100 of the first 200 affordable homes for rent within the first 5 years from the first new-build dwelling completion on site;</li> <li>• 13 of the first 50 intermediate affordable homes within the first 5 years from the first new-build dwelling completed on site.</li> </ul> <p><i>If, after the first five years from the first new-build dwelling completion on site, the Waterbeach affordable housing needs, are not yet satisfactorily addressed, an appropriate local connection criteria should continue to be applied to a proportion of the affordable homes until it is.</i></p>

POLICY	Previous Representations February 2020	New Comments
	<p><i>joint trajectory for the delivery of homes and adopting a joint Housing Strategy). To allocate any affordable homes delivered through Section 106 obligation to those that would not otherwise qualify, or those who may qualify but not have priority for an affordable home, would prejudice others from outside the Waterbeach area in need, who have a reasonable expectation of priority based upon the adopted Local Plan and the Council's housing policies. This places the Neighbourhood Plan in conflict with the Local Plan; potentially impacts upon the ability of the Council to meet statutory obligations in relation to housing those in need; and impacts upon the individual rights of those on the Housing Register.</i></p> <p><i>It is for the South Cambridgeshire District Council to fully address this conflict.</i></p>	<p><i>The above provisions will be subject to a cascade mechanism so that if a completed affordable dwelling has not been taken up with a reasonable time period it will be made available to address wider affordable housing needs.</i></p> <p><i>A proposal comprising a different percentage (to that set out in this policy) of affordable homes to be tied to a local connection criteria will be supported where this is justified through provision of up to date evidence on anticipated housing completion figures and affordable housing needs in the parish."</i></p> <p>recognise that there is an understandable desire for local people to benefit directly from development occurring upon their doorstep. Nevertheless, the allocation of the Waterbeach New Town in the South Cambridgeshire Local Plan reflects a strategy to focus provision to meet housing need across Cambridge and South Cambridgeshire, in several strategic locations. In this context, the housing needs of all residents within the District and the City can be regarded as having equal priority. The redrafted policy maintains a level of local priority in conflict with the overarching Local Plan Strategy. It is for the District Council to address the implications of this position in their response to the Submission Neighbourhood Plan and consider the implications for the allocation of Affordable Housing to those most in need.</p>



# Waterbeach Neighbourhood Plan



## Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or [neighbourhood.planning@scambs.gov.uk](mailto:neighbourhood.planning@scambs.gov.uk)

All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

### Data Protection

We will treat your data in accordance with our Privacy Notices:

[www.scambs.gov.uk/planning-policy-privacy-notice/](http://www.scambs.gov.uk/planning-policy-privacy-notice/). Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes  No

## Part A – Your Details

Please note that we cannot register your comments without your details.

<b>Name:</b>	██████████	<b>Agent's name:</b>	<b>Julia Foster</b>
<b>Name of organisation:</b> (if applicable)	██████████	<b>Name of Agent's organisation:</b> (if applicable)	David Lock Associates
<b>Address:</b>		<b>Agent's Address:</b>	50 North Thirteenth Street, Central Milton Keynes,
<b>Postcode:</b>		<b>Postcode:</b>	MK9 3BP
<b>Email:</b>		<b>Email:</b>	████████████████████
<b>Telephone:</b>		<b>Telephone:</b>	██████████
<b>Signature:</b>		<b>Date:</b>	20-4-21

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

## Part B – Your Response

### What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (please state)	Policy WAT1
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input type="checkbox"/> <b>Comment</b>

### Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

*See attached.*

### Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

**Completed forms must be received by 5pm on 13/20 April 2021 at:**

Email: [neighbourhood.planning@scams.gov.uk](mailto:neighbourhood.planning@scams.gov.uk) or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,  
Cambourne Business Park, Cambourne,  
Cambridge, CB23 6EA