



## South Cambridgeshire Local Plan Examination in Public

### Hearing Statement on behalf of Defence Infrastructure Organisation/Urban and Civic (Respondent 20874)

#### C/O:

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#### **Matter SC4C: Protecting and enhancing the natural historic environment – Policy NH/12-167**

1. This statement is submitted on behalf of Defence Infrastructure Organisation (DIO) and their Development Partner, Urban&Civic Ltd (U&C), pursuant to representations made on the proposed submission South Cambridgeshire Local Plan (reference 64970).

#### **Matter SC4C (xiii.)**

***Would the LGS designation at the Barracks Frontage, Waterbeach compromise the future achievement of sustainable pedestrian, cycling and public transport links between the proposed Waterbeach New Town, Waterbeach and Cambridge? Would the designation therefore be consistent with sustainable development principles? (NH/12-167)***

2. The designation of Local Green Space (LGS) in this location would not be consistent with wider sustainability principles because it would constrain the achievement of sustainable transport links between the Waterbeach New Town site (Policy SS/5) and Waterbeach village.
3. The implication of applying Policy NH/12, as currently set out in the emerging Local Plan, would be that the space could only be developed (including highway changes) in exceptional circumstances and in discussion with the local community. It would be equivalent to designating the land as Green Belt.
4. Planning Practice Guidance is clear that:



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*“Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs and the Local Green Space designation should not be used in a way that undermines this aim of plan making.”*

5. The LGS is proposed on a small triangle of land between three roads at the barracks entrance. The existing barracks entrance is a key opportunity to deliver sustainable transport connections between the barracks and airfield site (part of the Waterbeach New Town allocation - Policy SS/5) and Waterbeach village, including the existing railway station. LGS designation would be a constraint on making changes to the access arrangement and junction with Denny End Road which may be needed to facilitate pedestrian, cycle and public transport links.

6. Draft Policy SS/5 sets out ‘measures to promote cycling and walking’ including “a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity” and “direct, segregated high quality pedestrian and cycle links to north of Cambridge, surrounding villages and nearby facilities such as Cambridge Research Park”. The policy also states the New Town:

*“...will be developed to maintain the identity of Waterbeach as a village close to but separate from the new town. Appropriate integration to 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 without providing opportunities for direct road access from the wider new town to Waterbeach other than by public transport, cycle and foot.’*

7. U&C is at an advanced stage of preparing an Outline Planning Application. The emerging proposals for site include utilising the existing barracks access to deliver a key pedestrian, cycle and bus route between Waterbeach village and the barracks and airfield site. This would also allow the opportunity for a pedestrian and cycle connection between the village, Denny Abbey (picking up the historic causeway) and Cambridge Research Park.
8. Peter Brett Associates has undertaken a review of potential changes to the access arrangement to best facilitate public transport, walking and cycling. It shows the carriageway may need to be extended to accommodate bus route and segregated cycling/pedestrian route; and a more suitable junction arrangement to Denny End Road. A technical note can be found in Appendix A. PBA conclude that the LGS

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would restrict the ability to achieve an optimal highway arrangement for sustainable modes at the barracks entrance.

9. No buildings are proposed at the gateway entrance (south of the current security barrier) and the intention is to achieve a green and open setting alongside the access road. It is relevant to wider sustainability benefits that the Proposed Development would achieve far greater levels of green open space than is currently available to Waterbeach village. This will include amenity space and recreational areas adjoining the boundary with the village.
10. Notwithstanding the objection to the designation, it should be noted that as currently shown, the proposed LGS covers not only green space but also road carriageway and pavement areas. If the Inspectors were minded to retain the proposed designation NH/12-167, the boundary should be amended to cover the green space only.

**Conclusion**

11. The proposed Local Green Space at Waterbeach Barracks entrance (NH/12 -167) would constraint the ability to achieve optimum access arrangements to deliver sustainable transport links between the Waterbeach New Town Allocation (SS/5) and Waterbeach Village. The proposed LGS designation would also not support the objectives to deliver new homes and jobs on previously developed land at the Waterbeach Barracks and Airfield site - part of the proposed Waterbeach New Town allocation.
12. The LGS designation is not considered consistent with wider sustainable development principles as set out in the National Planning Policy Framework (NPPF) and in the Proposed Submission South Cambridgeshire Local Plan. The policy regarding the designation is not considered *sound* in terms of the being *positively prepared* or *consistent with national policy*. This objection can be overcome by **deleting** the proposed LGS designation NH/12-167.



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**APPENDIX A: Peter Brett Associates Note**

## Technical Note prepared by Peter Brett Associates regarding proposed Local Green Space Designation: NH/12-167

November 2016

This note has been prepared by Peter Brett Associates (PBA) on behalf of Urban & Civic (U&C) regarding the existing green space at the mouth of the access road into the Waterbeach Barracks Site at the junction with Denny End Road, Waterbeach is to be designated as Local Green Space. The LGS reference is NH12-167.

Despite the existing connection into the village at this access point not being proposed as a principal direct road access for general motor traffic, there is the need to have flexibility to deliver the appropriate design solution to support the requirements of walking, cycling and public transport.

### Existing Arrangement

The existing arrangements are shown in Figure 1 alongside. The open space acts as an island between two access roads that form junctions with Denny End Road that then merge into a single access road on the approach to the Barracks Site. Such junction types are often referred to as Y Junctions and are common in many rural settings. The existing access roads are 5.5 metres in width.

No movements are currently prohibited at this junction and as such inbound and outbound movements occur on all arms of the junction.

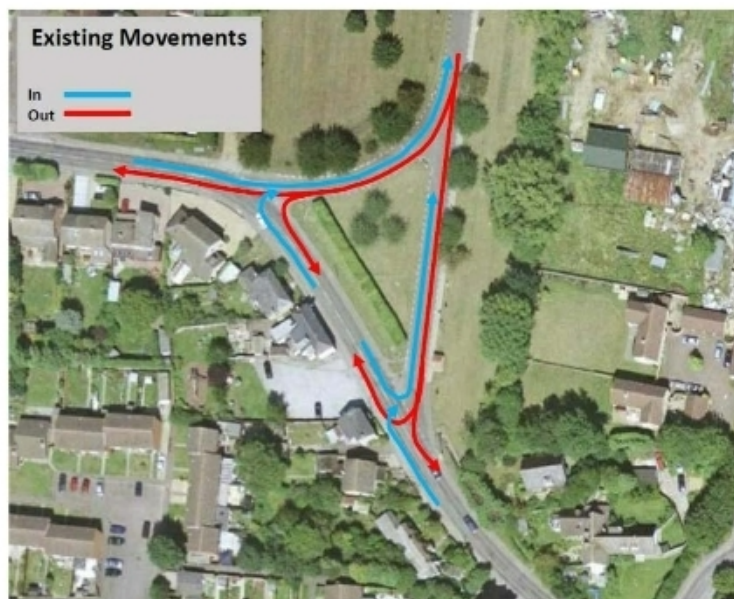


Figure 1 Existing Junction and Permitted Movements

### Possible Changes to Facilitate Future Access

Whilst detailed access drawings have not yet been prepared for this access (a Reserved Matter), changes that may be required to facilitate high quality walk, cycle and public transport access could be as follows:

- The closing of one of the accesses to Denny End Road. The appropriate access to retain would be subject of discussions with the Local Highway Authority and would need to be informed by geometric (width and the manoeuvrability of turning buses) and visibility requirements;
- The possible widening of the retained access to ensure the safe passage of buses in combination with pedestrians and cyclists. A 6.0 metre carriageway width is normally required for the two-way working of buses with additional width of potentially 2.0 metres for a footway alongside on both sides of the carriageway (currently the access road is 5.5 metres in width and only one footway alongside the eastern carriageway is present);
- The removal of both existing accesses with a replacement single access point to deliver an optimally placed access for the reasons of safety and operations. The remaining green space could be reconfigured and enhanced around the changed arrangements.

### **Summary**

It is concluded that the constraints of an LGS designation would compromise the ability to deliver an optimal access arrangement in this location to deliver high quality pedestrian, cycling and public transport connections.