



WATERBEACH NEIGHBOURHOOD DEVELOPMENT PLAN 2020 TO 2031

REGULATION 15 SUBMISSION VERSION

JANUARY 2021



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- WAT 4 – Creating and maintaining sustainable access routes to Waterbeach village Primary School
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1. INTRODUCTION

- 1.1 This document is the submission version of the Waterbeach Neighbourhood Plan (NP). It has been prepared by the Waterbeach NP group on the behalf of the Waterbeach community. The NP group comprises a group of parish residents and councillors. The Waterbeach NP has been approved and submitted by Waterbeach Parish Council.
- 1.2 The Localism Act 2011 introduced a number of measures allowing communities to shape the future of their area and to deliver the sustainable development that they need. One of these measures is the Neighbourhood Plan (NP). A NP can set policies for the use of land and rules for local development. Once a NP is made it will become part of the statutory development plan for the area and will be used in determining planning applications.
- 1.3 This plan has been widely consulted on prior to submission. At submission stage it will be published by South Cambridgeshire District Council (SCDC) for a six-week consultation stage. Following this, the plan will be examined by an independent examiner. Subject to a successful examination, the plan must then gain community support at a parish-wide referendum.
- 1.4 At examination, the role of the examiner is to check that the plan meets a set of basic conditions. These include:
 - Are the planning policies appropriate, having regard to the national policies and advice contained in guidance issued by the Secretary of State
 - Does the NP contribute towards the achievement of sustainable development?
 - Are the neighbourhood planning policies in general conformity with the strategic policies in the Local Plan?
 - The plan must also not breach, and otherwise be compatible with, EU obligation and Human Rights requirements.
- 1.5 The Waterbeach NP cannot be used to stop development which is required of it by the District Council Local Plan and the national planning policy context set out in the National Planning Policy Framework.
- 1.6 The Waterbeach NP covers the period 2020 to 2031. The plan relates to the development and use of land within the parish of Waterbeach.

2. POLICY CONTEXT

National

- 2.1 The national planning context for the Waterbeach NP is provided by the National Planning Policy Framework (NPPF) and national planning practice guidance.
- 2.2 ‘Having regard to’ national policy means that the NP must not constrain the delivery of important national objectives. The NPPF is important in that it provides an overarching steer for the planning system. For example, it introduces a presumption in favour of sustainable development in determining all planning applications (and provides a definition of sustainable development). It emphasizes the links between planning and other agendas such as climate change and health. It also describes how Green Belt policy should be applied.

District

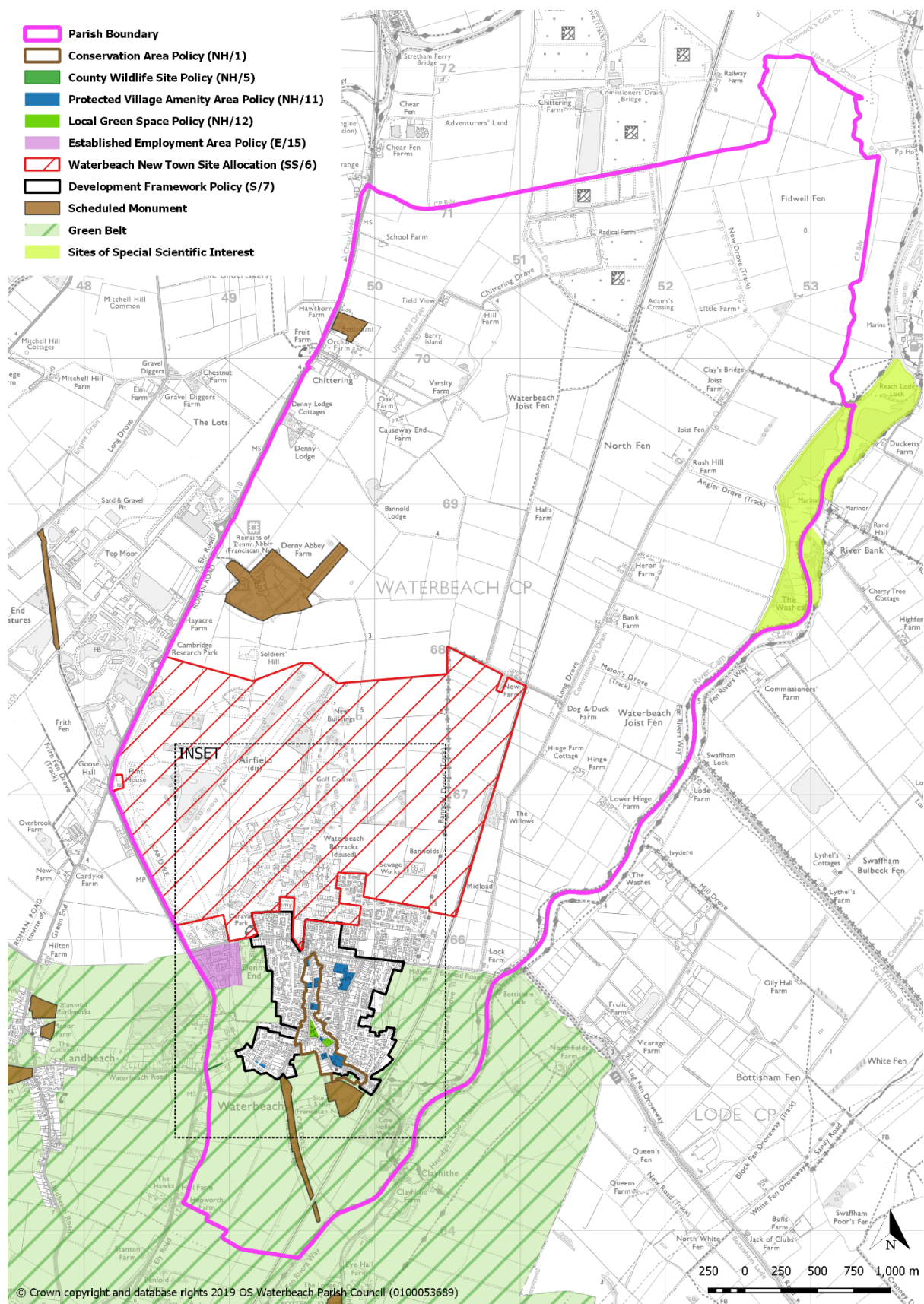
- 2.3 The district planning context is provided by the adopted development plan for South Cambridgeshire. This is the South Cambridgeshire Local Plan adopted in September 2018.
- 2.4 South Cambridgeshire District Council (SCDC) has published its assessment of which policies it considers to be strategic. Virtually all policies are considered to be strategic. Whilst NP policies cannot contradict these, having to be in general conformity with them, they can provide more detail by, for example, applying them to specific sites or relating them to a Waterbeach parish specific context.
- 2.5 Key policies in the Local Plan applicable to the Waterbeach NP are set out in the table below.

Table 2.1: Implications of the Local Plan for the neighbourhood plan area.

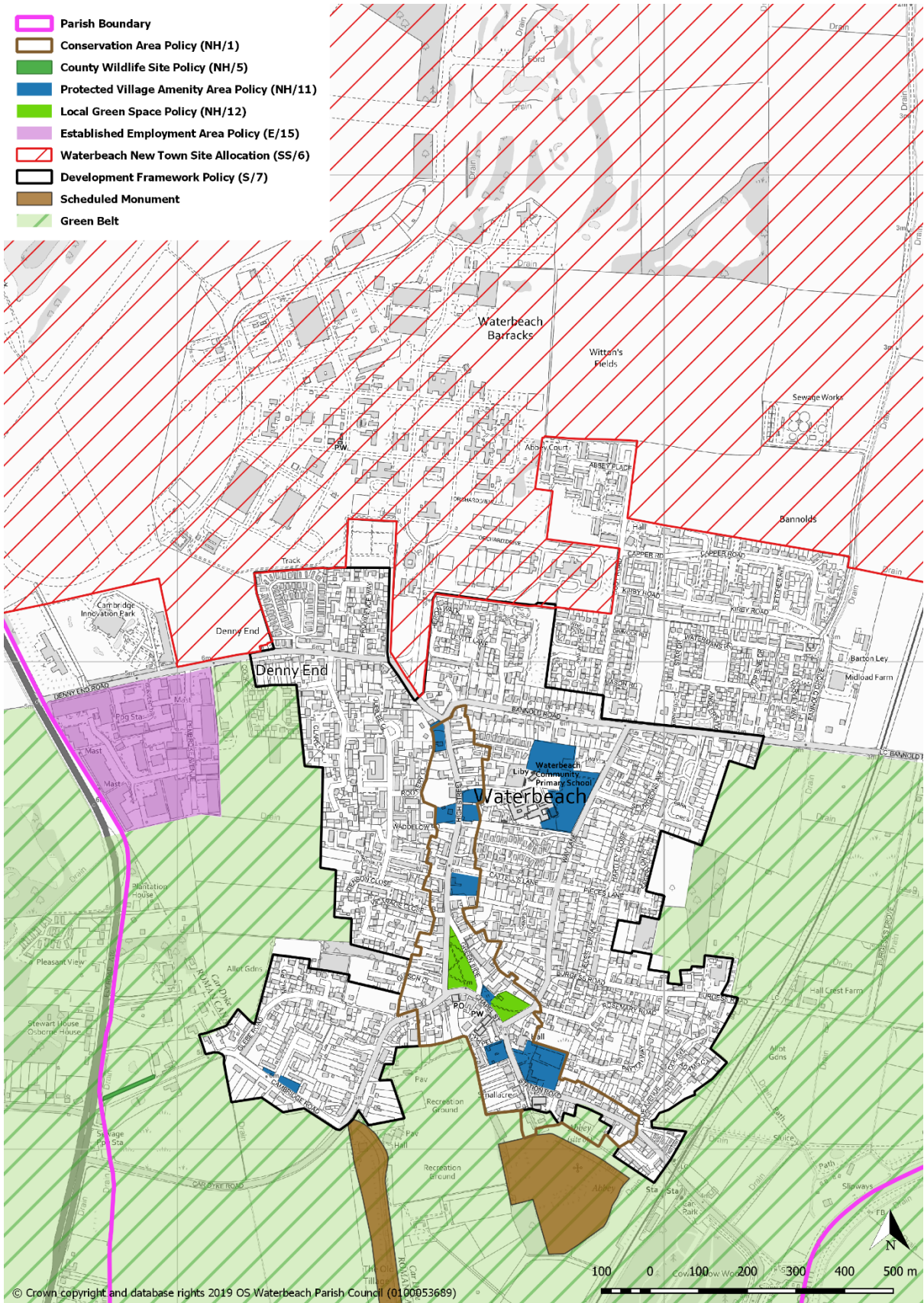
| Adopted Local Plan | Implications for the Waterbeach NP area |
|---------------------------------------|---|
| Policy SS/6 Waterbeach New Town | This policy proposes a new town of approximately 8,000 to 9,000 dwellings and associated uses on the former Waterbeach Barracks and land to the east and north. The policy envisages Waterbeach to be a “sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is founded on best practice urban design principles, drawing on traditions of fen-edge market towns, which encourages the high-quality traditions and innovation that are characteristic of the Cambridge sub-region”. |

| Adopted Local Plan | Implications for the Waterbeach NP area |
|---|--|
| | In line with the policy, SCDC adopted a Supplementary Planning Document (SPD) in February 2019 to cover the Waterbeach New Town. |
| Policy S/7 Development Frameworks | Waterbeach village itself has a settlement boundary and this policy restricts development (other than that coming forward as part of the new town) to the area that falls within this settlement boundary which is called a development framework. |
| Policy S/9 Minor Rural Centres | Identifies Waterbeach village as a minor rural centre within which residential development schemes of up to 30 dwellings can come forward (inside the development framework). |
| Policy NH/11 Protected Village Amenity Area | Waterbeach includes a number of protected village amenity areas (these are marked on the Local Plan Proposals Map). These are: 1) amenity land in front of bungalows on Cambridge Road at the Coronation Close junction 2) an area of green space, comprising private gardens and public amenity grassed area with bench next the chip shop (opposite Bannold Road junction) on the High Street 3) private gardens with mature planting and attractive wall on the corner plot of Waddelow Road and the High Street 4) a large area of a public and private land alongside the Primary School fronting the High Street 5) the school amenity land on the eastern side fronting Way Lane 6) a corner plot of private garden space including mature trees and attractive wall at the junction of Cattel's Lane and the High Street 7) a small plot of land between the Green and the Gault outside the Chinese takeaway on Greenside /Chapel Street 8) private gardens with mature planting and attractive wall on the Chapel Close/Station Road corner plot and 9) large plot of private land including mature gardens, wall and historic buildings of The Hall along Station Road. This policy does not allow for development within or adjacent to those areas if it would have an adverse impact on the character, amenity, tranquillity or function of the village. |
| Policy NH/12 Local Green Space | Waterbeach includes 2 areas of land which are designated as Local Green Spaces. This designation applies to the Green in the middle of the village and the open space area to the south east of this referred to as the Gault. |
| Policy NH/14 Heritage Assets | The Waterbeach Plan Area includes 4 parcels of land which are designated as scheduled monument. These are: <ul style="list-style-type: none"> • Denny Abbey • Car Dyke • Site of the Waterbeach Abbey • Romano-British Settlement at Chittering |
| Policy E/15 Established Employment Areas | The NP area includes one designated employment area bounded by the A10 to the west and Denny End Road to the north. |

2.6 Map 2.1 shows the adopted Local Plan designations specific to Waterbeach parish (the NP area) and Map 2.2 shows a close up of this (the village inset) focusing on Waterbeach village



Map 2.1 Local Plan designations – parish wide

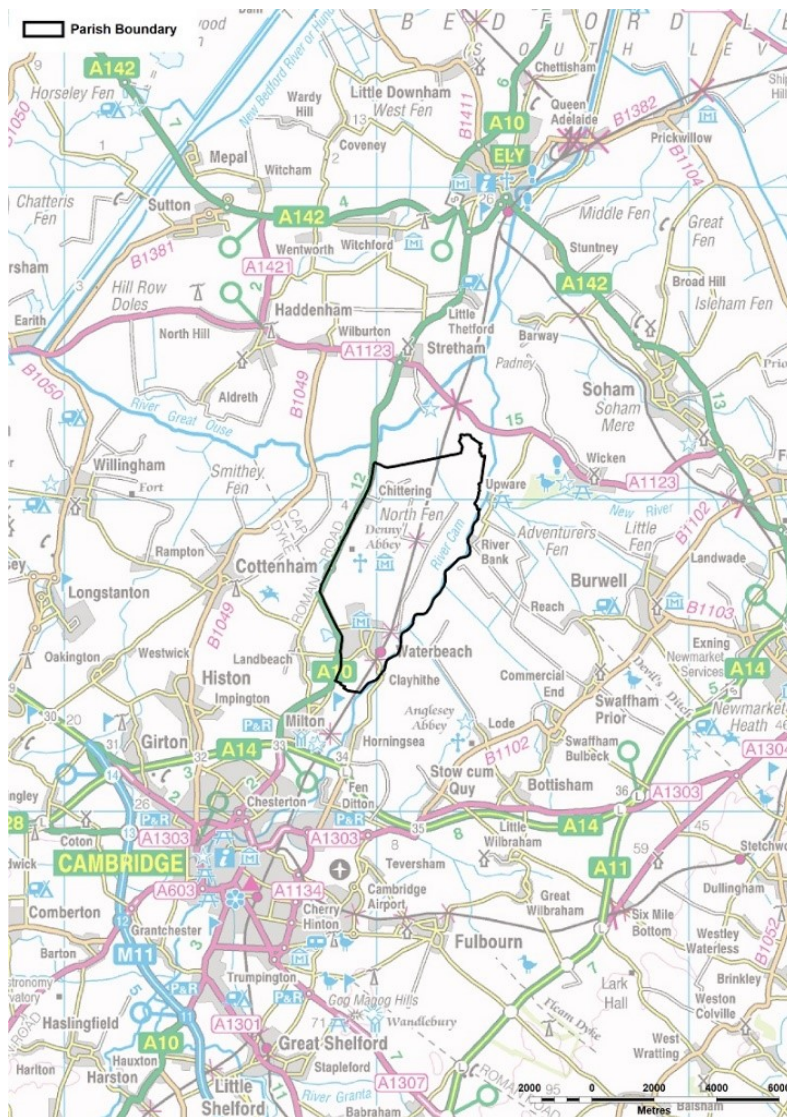


Map 2.2 Local Plan designations – village inset

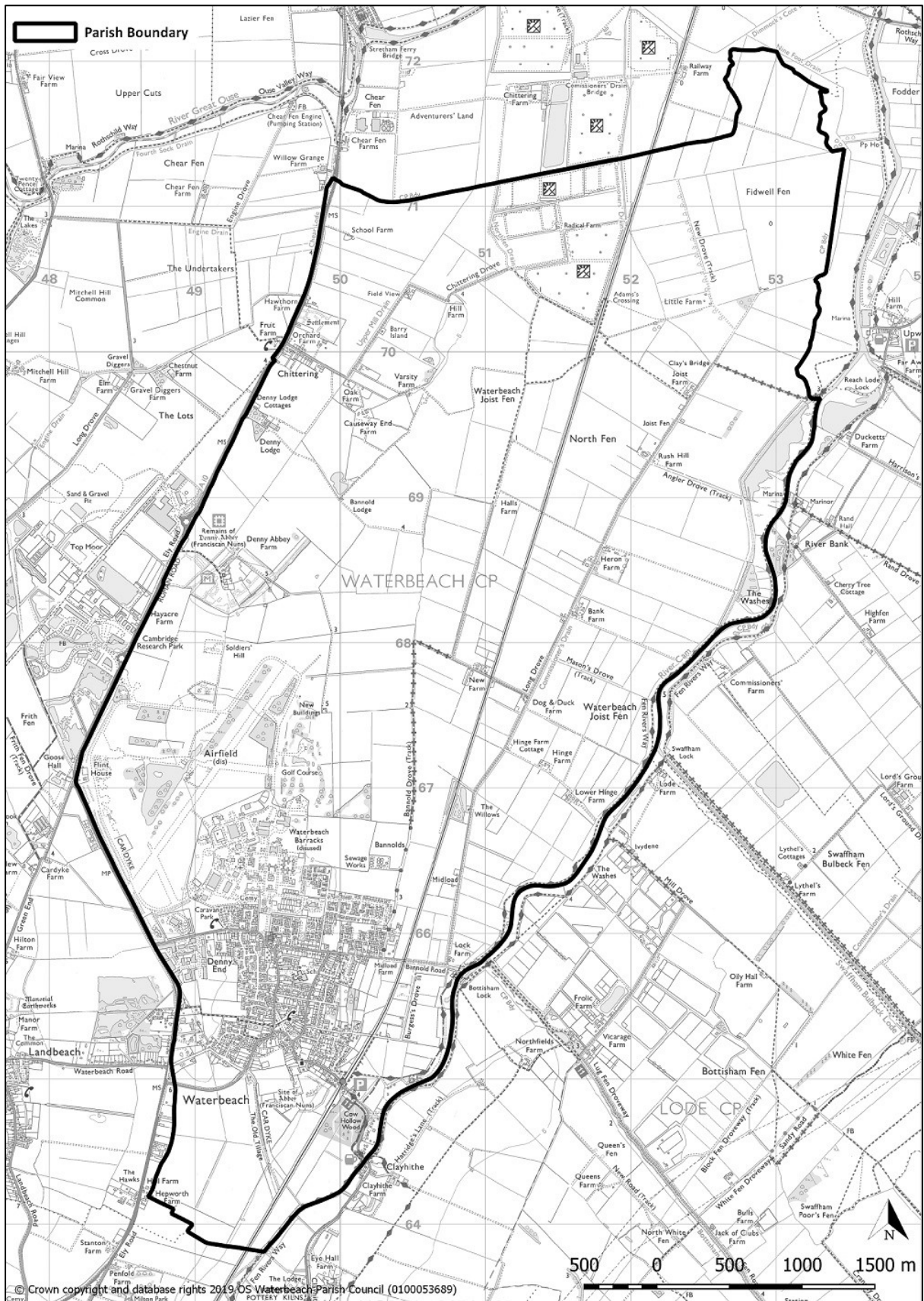
3. THE NEIGHBOURHOOD AREA

Geography

3.1 The parish of Waterbeach is relatively large in land area terms covering about nine square miles. The majority of this land area is undeveloped and made up of the fens and farmland. The village lies in the south of the parish and is about six miles north of Cambridge. The parish also includes the hamlet of Chittering to the north. Much of the land between the hamlet of Chittering and Waterbeach village is the former RAF base/army barracks. It is this area of land and adjoining farmland which comprises the Local Plan strategic site allocation of Waterbeach New Town.



Map 3.1 NP area and wider area



Map 3.2: The Neighbourhood Plan Area

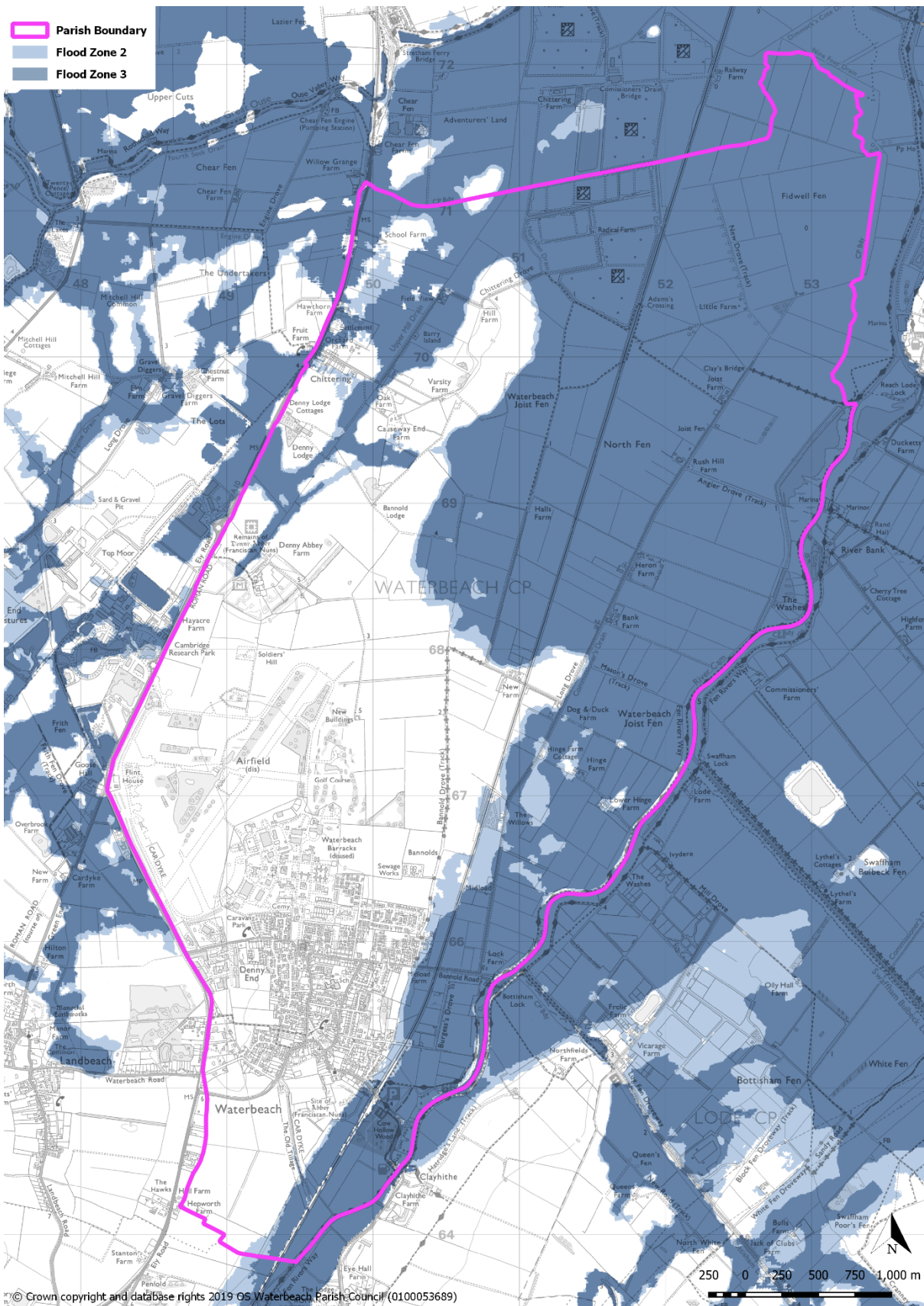
- 3.2 The A10 forms a western boundary to the parish and a rail line runs north/south through the parish linking Cambridge and Ely and beyond. Waterbeach has a railway station from which a regular half hourly service runs during peak times and an hourly service runs during the non-peak period (although the off-peak service is expected to increase soon).

Local Facilities

- 3.3 The scale of Waterbeach means it is well served in terms of local facilities for a village. There are a range of shops, a library access point, a range of community meeting spaces (Salvation Army Hall, Denson Close Day Centre, St Johns Church Community Room, village hall and community room), outdoor recreation space at Waterbeach Recreation Ground, and two allotment sites. There is also a primary school and doctor's surgery.

Landscape

- 3.4 In terms of landscape, Waterbeach village is often described as a fen edge settlement. The northern and eastern parts of the parish fall within the Fens National Landscape Character Area and is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration. It is a large, low-lying, flat landscape with drainage ditches, dykes and the River Cam flowing along the eastern parish boundary. The eastern horizon comprises the Wicken Fen Vision area which is a 100-year plan to deliver 53 square kilometres of diverse fenland landscape for wildlife (we are 20 years into this plan). To the north east of Waterbeach Parish is Cam Washes, a Site of Special Scientific Interest which is a site on the banks of the River Cam composed of pastures which are seasonally flooded. It is described by Natural England as an important site for wintering and breeding wildfowl and waders.
- 3.5 The south-western part of the plan area falls within the Bedfordshire and Cambridgeshire Claylands National Landscape Character Area.
- 3.6 No area of land within the plan area falls above 10 metres above sea level.
- 3.7 The Cambridge Green Belt wraps around Waterbeach village in the southern part of the parish.
- 3.8 Map 3.3 shows the extent of the fluvial flood risk in the plan area



Map 3.3 Flood map

Population

- 3.9 Population, in 2013, was estimated to be 3,980¹ which marks a fall from over 5,000 in 2011. 2015 population estimates however show some recovery in population; 4,150 in 2013 and 4,420 in 2015. This fall in population reflects the closing of the army barracks (which was previously an RAF base until 1966) in early 2013. Most of the people reside in Waterbeach village with only about 100 people in Chittering and a similar number in outlying dwellings.
- 3.10 Since 2013, the population of Waterbeach is thought to have grown again and is expected to grow significantly further. This growth is linked to completed and planned housing developments. During the period 1 April 2011 to 31 March 2019, SCDC have recorded 351 completed dwellings (net) in the parish. As of the end of March 2019, and as reported in SCDC's 2019 Annual Monitoring Report, existing dwelling commitments in the parish include 9,000 for the Waterbeach New Town (through the local Plan allocation), 20 dwellings (via consent not allocated) on land off Gibson Close (now constructed), and further dwelling commitments for a further 20 dwellings on sites of 9 units or less.
- 3.11 An outline planning application S/0559/17/OL was approved in September 2019 for up to 6,500 new homes and associated facilities by Secretary of State for Defence and Urban and Civic Plc. The planning application covers the MoD-owned land (former barracks and airfield) that falls within the Waterbeach New Town strategic site allocated in the Local Plan. The remainder of the Waterbeach New Town strategic site is the subject of a planning application from RLW Estates. They have consulted the community once in April 2017 and a second time in November 2017 with their emerging proposals for their part of the site. Their proposals include 4,500 new homes in the eastern part of the allocated strategic site. They refer to their scheme as Fen Edge Area comprising Station Quarter, Fensteads and Fenland Parks. In March 2018, they submitted a planning application (planning reference S/0791/18/FL) to SCDC with proposals to relocate the existing Waterbeach railway station. This was approved on 9 January 2020. According to RLW proposals, the new station is set to open in 2021 and will be built for eight carriage trains with land safeguarded to allow future expansion to twelve carriage platforms.

Housing

- 3.12 An analysis of existing dwelling stock as well as other demographic indicators was provided by Cambridgeshire ACRE in 2017 in a report called the Demographic and Socio-Economic Review for Waterbeach (DSE Review). It is estimated that there were

¹ Cambridgeshire Population and Dwelling Stock Estimates: mid 2013, Cambridgeshire County Council 2014

2,070 dwellings in Waterbeach in 2015². Across the whole housing stock, detached and semi-detached are the dominant types although less so than in many villages. Terraced houses account for a quarter of all dwellings. Flats (seven per cent) and park homes (five per cent) also make up a significant minority of stock.

- 3.13 Affordable housing (see glossary for definition) makes up a similar proportion of the housing stock as elsewhere in South Cambridgeshire and Cambridgeshire. In 2011 there were 280 affordable homes available on a rented basis and 17 shared ownership properties. Together these accounted for 15 per cent of housing stock.
- 3.14 Market prices for both purchase and rent are beyond the means of many Waterbeach households. As at September 2018, there were 116 households with a local connection to Waterbeach parish on the Housing Register. The vast majority of need (based on eligibility rather than preference) is for small dwellings (2 bed or less) and is predominantly from people aged below 60.

Employment

- 3.15 As noted in the DSE Review undertaken by Cambridgeshire ACRE in 2017, the industrial structure of employment in Waterbeach has changed significantly in recent years. Prior to 1993, employment was dominated by the army barracks to the north of the village. However, a strong employment base in the parish has continued since the closure of the barracks in 2013 via, for instance, the operation of Denny End Industrial Estate. Business Register and Employment Survey data is available and excludes HM armed forces personnel (and the self-employed) thereby avoiding any data issues resulting from the barracks closure. It highlights that although manufacturing employment has declined between 2011 and 2015, it remains a significant employer in Waterbeach accounting for 18 per cent of employees in employment (12 per cent in South Cambridgeshire). Much of the growth has been in 'high-tech' sectors such as 'computer programming, consultancy and related activities', 'scientific research and development' and 'other professional, scientific and technical activities'. There has also been growth in construction and wholesale trade. Cambridge Innovation Park on Denny End Road has also been growing with the recent addition of Blenheim House to Stirling House.

Work- life patterns

- 3.16 The DSE Review reports that, unusually for a village, there are significant commuting flows in and out of Waterbeach. The out-commuting is largely accounted for by Waterbeach and nearby village residents commuting to Cambridge and by train to

² Cambridgeshire Population and Dwelling Stock Estimates: mid 2015, Cambridgeshire County Council 2017

London with a smaller amount commuting into South Cambridgeshire. The in-commuting is accounted for by workers travelling in from other local authority areas such as East Cambridgeshire. The level of commuting in and out of Waterbeach parish is also reflected in the figures on annual passenger usage at Waterbeach station. The Ely to Cambridge Transport Study published by the Greater Cambridge Partnership in January 2018 reports that annual passenger figures for entries and exits in 2016/2017 was 420,730. This has increased significantly since 2011/12 when total passenger numbers at Waterbeach station was recorded at 312,220, this again representing an increase of 118% since 2001/2002. The Ely to Cambridge Transport Study states that growth at Waterbeach railway station has increased fivefold since 1997/98. Overcrowding on the train is now common with some services not accommodating all passengers wanting to travel. Since the opening of Cambridge North railway station, passenger numbers using Waterbeach railway station have started to decline but numbers are still significant (recorded as 407,000 in the 2018/2019 figures published by Office of Rail and Road).

A Thriving Community

3.17 In many respects Waterbeach is a thriving community. It has many strong community groups and well-attended community events throughout the year. The annual village Feast, a major village event, draws a significant proportion of the village onto the village green for the day to see the parade, shows and community group stalls. For many years there has been a Christmas Carol service attended by hundreds of villagers also on the green. Both the events are run by the Waterbeach Community Association which organises social events and fundraising throughout the year. The Community Association also publishes the village magazine, the Beach News, several times a year.

Another well-attended annual event is the beer festival run by Waterbeach Colts football club which has now been running for 16 years. The village also has a thriving art community. An event which has been running for several years now is Summer at the Beach, an exhibition of local artists work, run over a 3 week period each July. The event also includes live music, other live performances and a pop-up café. Further examples of other community events include the Beach Sessions which provides the village with a diverse range of live music on a frequent basis, and annually the Waterbeach running festival and Waterbeach yard sales.

Waterbeach Community Groups include:

Guides and Scouts

Beach Bowls Club

Happy Folks Club

Waterbeach After School Playscheme
Waterbeach & District Gardening Club
Waterbeach Angling Club
Waterbeach Badminton Club
Waterbeach Brass
Waterbeach Colts F.C.
Waterbeach Community Land Trust
Waterbeach Community Playgroup
Waterbeach Cricket Club
Waterbeach Day Centre for the Elderly
Waterbeach Juggling Club
Waterbeach Theatre Company
Waterbeach Toddler Playgroup
Waterbeach Village Society
Waterbeach WI
WAY (Waterbeach & Landbeach Action for Youth) which runs the youth club

The village also greatly benefits from:

Beach Social Club
Waterbeach Military Heritage Museum
Waterbeach Independent Lending Library

4. KEY ISSUES

4.1 The key issues facing Waterbeach parish today are set out in this chapter:

Issue 1: Transport

4.2 Transport infrastructure is the number one concern shared by the community. In an early community engagement exercise undertaken by the NP steering group, the community were asked to rank in order of importance the areas of most concern. From a response count of 155, transport infrastructure received the highest average rating.

4.3 The concerns can be broken down into three key areas:

- Congestion at pinch points on the A10 between Ely and Cambridge
- Traffic volume and speed through the village
- Impact of on street parking on local business and residential amenity

Issue 1i: Congestion on the A10

Congestion at pinch points on the A10 corridor between Ely and Cambridge is undisputed¹. It is a significant issue with daily delays experienced in peak hours.

Who is it an issue for?

- Parish residents needing to access A10 during peak hours.
- Non-parish residents driving along the A10 Ely to Cambridge road corridor

¹ A variety of studies have been undertaken including the Ely to Cambridge Transport Study 2018, Feb 2018 (undertaken by Mott McDonald for Cambridge County Council) and a consultation undertaken by Jacobs in summer 2020 on behalf of the Cambridge and Peterborough Combined Authority (https://drive.google.com/file/d/1r3jEcWWNf_SXP6RaKtFUjjeMKXoMrmJE/view)

Issue 1ii: Traffic volume and speed in the village

Drivers use the village as a through route as a way of by-passing congestion on the A10. Traffic entering the village from the A10 onto Denny End Road is often travelling at inappropriate speeds which impacts negatively on the pedestrian environment and residential amenity along Denny End Road particularly where this includes HGV vehicles.

Who is it an issue for?

- Waterbeach parish residents
- Children and carers walking to and from school using the high street entrance
- Impacts on village centre, conservation area etc.

Issue 1iii: On street parking in village centre

Unavailability of parking spaces close to shops and services. There is evidence of users of Waterbeach station leaving their cars parked on streets within the village all day.

Who is it an issue for?

- Local businesses
- Local users of local shops and businesses
- Pedestrian environment and residential amenity where parked cars obstruct pavement/safe crossing points



Figure 4.1 Commuter parking alongside St Andrews Hill at the Station Road junction undermining pedestrian safety at an already wide crossing point.

Issue 2: Pressure on Local Services and Communities

- 4.4 There is a concern among the local community that local facilities such as pre-school services are nearing capacity in the parish. There is a fear that this pressure will continue as the population rises due to a growing population from recently completed development prior to the additional infrastructure that is anticipated as part of the Waterbeach New Town strategic development.

- 4.5 There is a medical surgery in the parish of Waterbeach located in Rosalind Franklin House on Bannold Road. This surgery serves Landbeach, Horningsea, Clayhithe and Chittering. Currently the practice has three GPs. The surgery is very busy (as at 2017, it had nearly 5,000 registered patients) and under increasing pressure as new residents move into the area for example into the completed development on Cody Road. The Local Plan requires, as part of the Waterbeach New Town, the provision of additional healthcare provision including a new GP surgery, to be phased as new development comes forward. In the interim, the community and the GP surgery are concerned about existing capacity at Rosalind Franklin House.
- 4.6 Community groups run by volunteers are considered fundamentally important to the cohesion, sustainability and quality of life for Waterbeach residents. The biggest threat to the 30 plus community groups operating within the parish is their reliance on a relatively small pool of volunteers. To sustain the current level of community groups (and meet the increased demand due to housing development already taking place) it is necessary to enable residents and those working locally to achieve a work-life balance that enables them to become part of the essential volunteer work force by reducing time spent commuting and providing affordable housing solutions.
- 4.7 Historically many of the community groups have made use of the facilities at what was the MOD barracks. Prior to closure the barracks provided facilities for parish residents to swim, play golf and fish in the lakes. Facilities are currently used for Brass Band rehearsals, winter football training, Waterbeach Running Festival, Junior Triathlon Club and temporarily for Brownies (for full list see magazines from Waterbeach Barracks developer Urban & Civic). It is essential that existing facilities are safeguarded, that the new provision of facilities keeps pace with the recent new housing developments, and that there is no lag in the provision of facilities required to support the new residents of the strategic site. Facilities must be accessible through appropriate transport infrastructure.
- 4.8 The issue can be broken down into two key elements:
- Pressure on existing community services such as primary school and GP provision in meeting the demands of a growing population before additional infrastructure is provided as part of Waterbeach New Town.
 - Pressure on existing volunteering sector in the parish due to difficulty in recruiting volunteers and concern over meeting space facilities.

Issue 2i: Social infrastructure (e.g. schools and health) does not meet demand

Pressure on existing community services such as primary school and GP provision in meeting the demands of a growing population before additional infrastructure is provided as part of Waterbeach New Town. However, the recent expansion of the existing primary school provides capacity for educating village primary age children for the foreseeable future.

Who is it an issue for?

- Service providers (schools and GPs) and service receivers

Issue 2ii: Capacity of the volunteering sector in Waterbeach meeting demand

Pressure on existing volunteering sector in the parish due to difficulty in recruiting volunteers and concern over meeting spaces.

Who is it an issue for?

- The community as a whole

Issue 3: Cost of Local Housing

- 4.9 The average cost of a 2-bedroom house in Waterbeach as at December 2017 was £297,700 and the average weekly rental level in Waterbeach was £199 per week (average over the period February 2017 to January 2018) (source: hometrack). This is out of the reach for many local people and reflects the cost of housing versus average earnings district wide. The National Housing Federation maintains data³ for the purpose of monitoring the national housing crises. Data made available in October 2020 shows that the average (mean) house price across South Cambridgeshire was £408,857 and the mean monthly private sector rents was £1012.00. Meanwhile mean annual earnings in 2017 in the district were £38,766 giving the district an affordability ratio of 11 (higher than East Cambridgeshire and lower than Cambridge).
- 4.10 An indication of the need for more affordable housing is the Housing Register maintained by South Cambridgeshire District Council (SCDC). In September 2018 there were 116 households with a local connection to Waterbeach on the SCDC Housing Register. The vast majority of need in terms of affordable housing is for

³ Accessed via <https://www.housing.org.uk/resources/home-truths/>

small dwellings (2 bed or less) where this is based on eligibility rather than preference (i.e. a 2-bed property could include four people where a couple have two children of different sex under the age of 10 or two children of the same sex under the age of 16).

Issue 3i: Shortage of affordable housing

There is a shortage of affordable housing in the parish.

Who is it an issue for?

- Local residents who would be eligible for affordable housing not having access to adequate housing.

- 4.11 The cost of housing doesn't just affect those with affordable housing needs but also those reliant on the market to meet their needs. Housing costs will have the effect of driving many people away from an area in search of lower cost market housing.
- 4.12 The issue can be broken down into three related elements.
- Need for more affordable housing⁴ to meet the needs of those local residents who are eligible for affordable housing.
 - An increasing trend for Waterbeach residents to be working out of parish
 - A risk that local employers will not be able to employ local residents if their salaries are not sufficient to cover the costs of housing.

⁴ For definition of affordable housing please see glossary

Issue 3ii: An increasing trend for Waterbeach residents to be working out of parish

There is a significant level of in and out commuting of the parish on a daily basis. Whilst this reflects the employment opportunities within the parish it is probably that is also a symptom of the cost of housing within the parish. There tends to be a 'north to south' flow with in-commuters commuting from cheaper housing market areas to the north of Waterbeach whilst Waterbeach residents commute southwards to employment centres where housing costs are considerably higher.

Who is it an issue for?

- Waterbeach residents who may have to travel out of the parish (Cambridge or Cambridge area and some to London) to place of employment to pay cost of housing. Journey times can be very unpredictable. This has a knock-on impact for work/life balance e.g. young families where parents have to leave children in nursery for long hours
- Community groups within the parish such as Denson Close Day Centre, Happy Folks Club, the community car scheme, the Community Association who are increasingly struggling to source volunteers and consider (as reported during early community engagement with the community groups) a key reason for this to be the poor access (experienced by volunteers) to housing close by and cost/difficulty of transport to Waterbeach.
- Local employers seeking to employ local people and local residents if this leads to relocation of valued local businesses.

Issue 4: A Vulnerable Village Centre

4.13 In many respects, Waterbeach village has a strong and thriving village feel, full of character and providing a range of services (particularly around Greenside) including a post office, hairdressers, restaurants, pubs, takeaways, a pharmacy, a bakery, a coffee shop and until recently a family butchers. The much-valued family butcher's shop on the High Street closed down in October 2017 and has now been occupied by a local optician. The range of facilities and shops have declined dramatically since the 1970s and 1980s. In comparison with then, residents consider there is a limited choice in shops in Waterbeach village.

4.14 At an early stage of community engagement, local businesses in the Village Heart were asked about positive aspects, negative aspects and any specific needs they had. The following was reported:

Good Aspects:

- Friendly nature/good local shops and good community spirit

- Most of the customers were local
- Good access to road and rail access to Cambridge and London

Bad aspects:

- Bad parking and road network
- Unavailability of parking spaces for the local shops (and their customers)
- Traffic congestion through the village at peak times
- No bank or variety of attractions/shops
- Very poor facilities for pedestrians particularly at village stores

Some requested improvements:

- Improved parking arrangements such as resident permits and 3hr limit parking for non-residents
- Restricting through traffic on the eastern side of the green making this more appealing for cyclists and pedestrians but not restricting residents' parking.
- Cheaper business rates and tax
- More events in the village to attract more people
- Make village much more pedestrian and cycle friendly – priority for pedestrians and cycles over cars
- Areas dedicated to cycle parking
- A wider pavement outside the village stores

4.15 A key challenge for the Waterbeach NP and for the Waterbeach community is to make sure the Village Heart continues to function as a local shopping parade for local people as progress on the Waterbeach New Town comes forward. There will also be opportunities to be realised from the expanded customer base but retail facilities in the Waterbeach New Town could potentially undermine the viability of shops and service in Waterbeach village by drawing customers away. It also has some key strengths including its location in the attractive historic heart of the village close to other village amenities.

Issue 4: A vulnerable village centre

It is important that the village centre can adapt to change and be strengthened as a focus for local shops and services in the historic heart of the parish

Who is it an issue for?

- Owners/operators of local shops and services
- Local residents who are dependent on local shops and services to meet their daily needs
- For the village community as a whole it is important because it provides the village with a sense of identity

Issue 5: Development of the Former Army Barracks

- 4.16 The development of the former army barracks and land to the east of this area is undoubtedly a significant issue for the Waterbeach community. In the early community engagement work undertaken in November 2016, this issue ranked as third most important out of a choice of nine. Primary concerns are those associated with impact on transport infrastructure (covered above under issue 1 and impact on local services and community infrastructure (covered above under issue 2).
- 4.17 There are also concerns regarding the physical impact on the existing special qualities of the NP area including the rural nature of the settlement, the special qualities of the landscape, the impact on the River Cam and its setting and the impact on key heritage assets, in particular, Denny Abbey.
- 4.18 The community are also concerned about the quality of some of the development schemes that have come forward within the parish to date as well as the wider impact of the development on the identity of Waterbeach as a place. A priority for the community is that a sense of place is maintained or strengthened through the plan period.

Issue 5: Development of the former army barracks and land to the east and north

- Impact on transport infrastructure, local services and community infrastructure.
- Physical impact on aspects of the parish which residents and others have a particularly high regard for including the landscape, River Cam, Denny Abbey and public rights of way network (including bridleways).
- Concerns about the overall quality of development coming forward.
- Impact on identity.

Who is it an issue for?

- Everybody and the parish as a whole.

Issue 6: Potential Relocation of Waterbeach Railway Station

4.19 Plans are in place to relocate the existing railway station currently located in the south eastern corner of the parish within close walking distance to Waterbeach village. The Local Plan includes in strategic policy SS/6 a commitment for the relocation of the railway station and in March 2018, RLW Estates submitted a planning application (planning reference S/0791/18/FL) to SCDC with proposals to relocate the existing station. This was approved by SCDC in January 2020. The closure of the existing railway station will have direct impacts on those residents who are currently within easy walking access of the station. It is also anticipated there will be a noticeable change in the feel and character of this part of the village which currently experiences high pedestrian footfall and parking activity during the morning and afternoon peak.

Issue 6: Relocation of Waterbeach Railway Station

- Reduction in access to convenient public transport service for residents located in this part of the parish.
- Impact on street scene along Station Road including reduction in commuter parking, reduction in pedestrian footfall during morning and afternoon peak
- Potentially an increase in speed of road traffic if reduction in on street parking levels
- Potential for street scene improvements along Station Road

Who is it an issue for?

- Residents in this part of parish
- Important heritage assets in this part of the parish.

Strengths, Weaknesses, Threats and Opportunities

- 4.20 In order to inform plan development, the NP steering group drafted an analysis of the key strengths, weaknesses, opportunities and threats. This is an important part of the planning process since the NP should be (as far as is within its scope) focused on protecting the good, managing the threats, addressing the weaknesses and making the most of its opportunities.

Table 4.1: SWOT Analysis of the Waterbeach NP area

| | |
|--|---|
| <p>The Good</p> <ul style="list-style-type: none"> • Thriving volunteer and community sector • Strong sense of identity with events such as Waterbeach Feast • For businesses: Friendly nature with good local shops • For businesses: Good road and rail access to Cambridge and London • Semi-rural setting • River including cycle path during summer • Recreation ground and all open spaces • Heritage (Cardyke, Denny Abbey, Conservation Area and other locally important buildings) • Built environment varying character | <p>The Threats (to the good)</p> <ul style="list-style-type: none"> • Volunteer resources are affected by lack of access to housing close by and cost/difficulty of transport to Waterbeach • For businesses: employees increasingly not from Waterbeach due to barriers created by cost of housing. How sustainable is this for the businesses? • Work/life balance as employees need to travel further to get home • New housing in Waterbeach New Town: will it be too uniform undermining local distinctiveness? • Threat to existing identity as a semi-rural location |
| <p>The Bad</p> <ul style="list-style-type: none"> • Transport infrastructure • For businesses: road network, unavailability of parking spaces to support local shops, traffic volumes and speed through the village at peak times. • Congestion around the green • Lack of buses • Limited choice in shops • Cost of housing • Local employees increasingly less able to live locally due to cost of housing • Social Infrastructure (example pre-school services) under pressure from rise in population before the Waterbeach New Town comes on board. • Poor access to facilities out of hours • Poor pedestrian facilities/priority especially at school and around village green • Some areas of poor public realm around village green • Limited cycle routes • Poor conditions of roads • Lack of meeting places | <p>The Opportunities</p> <ul style="list-style-type: none"> • A new supermarket in the village? • For businesses: Attract more people through events in the village • New Town – more affordable? • Opportunities for self-build? • Opportunities for community led housing • 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) • Opportunities to improve public realm in areas around village green |

5. VISION AND OBJECTIVES

- 5.1 The vision provides the link between the views of the community and the planning policies. Some of the issues and priorities expressed by the community cannot be achieved through the Neighbourhood Plan (NP). For example some components of the community have expressed opposition to the strategic site allocation for approximately 8,000 to 9,000 Waterbeach New Town homes which is set out in the SCDC Local Plan. But this is a strategic site allocation crucial to the delivery of the district wide plan and it does not fall within the remit of the Waterbeach NP to oppose this.
- 5.2 Other issues do not fall within the scope of the NP simply because they are not planning issues (they do not relate to the development and use of land). For instance, community groups have expressed their concerns regarding the cost of housing. The NP cannot control the cost of market housing but, alongside the Local Plan it can explore ways of delivering more affordable housing (housing which is subsidised).

Neighbourhood Plan 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"

5.3 Seven themes and ten objectives underpin this vision.

Table 5.1: Neighbourhood Plan Themes and Objectives

| Theme | Objective | What do we mean by this? |
|-------------------------|--|--|
| A Sustainable Community | 1. Create a mixed, balanced and diverse community where people can realise sustainable work-life patterns | <ul style="list-style-type: none"> <li data-bbox="700 439 1396 548">i. Parish residents should have opportunities to work within the parish or within close commuting distance <li data-bbox="700 593 1396 703">ii. People who work in the parish or in the immediate vicinity to the parish should have more opportunities to live within the parish <li data-bbox="700 748 1396 902">iii. Existing services (including doctors, pharmacy, shops, school places) in Waterbeach village should be maintained and enhanced. <li data-bbox="700 947 1396 1057">iv. Waterbeach village will retain its own character, distinct from Waterbeach New Town <li data-bbox="700 1102 1396 1211">v. There should be safe, attractive and direct non-motorised vehicular routes between the two communities <li data-bbox="700 1256 1396 1444">vi. There should be convenient motorised vehicular routes between the two communities but, in order to minimise rat running and congestion, this access should not be direct. |
| Transport | 2. A safe, attractive and accessible cycle and footpath network providing good connections within the village, from home to workplace and key services | <ul style="list-style-type: none"> <li data-bbox="700 1451 1396 1639">i. Excellent connectivity between Waterbeach village and New Town and between Waterbeach village and other key destinations ensuring non-vehicular routes or public transport routes are prioritised. <li data-bbox="700 1684 1396 1872">ii. The design and layout of new development should be designed to allow residents to easily walk or cycle along safe and attractive routes to shops, services and school and neighbouring estates <li data-bbox="700 1917 1396 1989">iii. A greater network of footpaths within the parish including the provision of a |

| Theme | Objective | What do we mean by this? |
|---------------|---|---|
| | | connection between Waterbeach village and Denny Abbey and Chittering |
| | 3. There should be good provision for mobility impaired people | <ul style="list-style-type: none"> <li data-bbox="699 291 1372 517">i. There should be special provision for mobility impaired people so that they can travel easily from home to transport interchanges like the relocated railway station as proposed in the local plan (e.g. special parking provision). <li data-bbox="699 562 1372 712">ii. There should be special provision for mobility impaired people so they have convenient access to shops and services in the parish. <li data-bbox="699 757 1372 869">iii. Cycle infrastructure must be designed to improve provision for mobility impaired people. |
| | 4. There should be effective management of traffic impacts so that pedestrian safety is maintained, the quality of the residential environment is protected, and rat running and congestion in the village are minimised. | <ul style="list-style-type: none"> <li data-bbox="699 875 1372 1025">i. Work with stakeholders to minimise through traffic (either A10 through traffic or those looking to access the planned relocated station) <li data-bbox="699 1070 1372 1256">ii. Seek street scene enhancements in locations where the quality of the residential environment is vulnerable to the adverse impacts of current or increased traffic movements <li data-bbox="699 1301 1372 1451">iii. Seek junction improvements to ensure pedestrian & cyclist safety is improved |
| | 5. The public rights of way network (including bridleways) in the plan area will be protected and enhanced | <ul style="list-style-type: none"> <li data-bbox="699 1458 1372 1496">i. Existing network will be protected <li data-bbox="699 1541 1372 1653">ii. Improvements to the network will be sought when development comes forward (where applicable) <li data-bbox="699 1697 1372 1765">iii. Quality of provision will be improved. |
| Village Heart | 6. Amenities along village High Street to thrive and continue to provide essential services to the local community | <ul style="list-style-type: none"> <li data-bbox="699 1771 1372 1854">i. Retention of shops and services along the High Street and village green <li data-bbox="699 1899 1372 2011">ii. Encouraging the provision of new shops and services along the High Street and village green. |

| Theme | Objective | What do we mean by this? |
|---|---|---|
| | | <ul style="list-style-type: none"> iii. Traffic management and parking measures to facilitate local car-based trade (for those that need to) in Waterbeach Village Heart iv. Public realm improvements in Waterbeach village centre |
| Jobs | 7. Develop a balanced economy with a variety of jobs at a scale appropriate to the size of Waterbeach | <ul style="list-style-type: none"> i. Protect and enhance existing employment sites in the village ii. Range of employment opportunities in the New Town |
| Design, Conservation, Heritage and Green Infrastructure | 8. Retain distinctive rural character of existing settlement | <ul style="list-style-type: none"> i. Maintain and enhance tranquillity of Waterbeach village ii. Promotion of development that maintains or enhances distinctive rural character of existing settlement |
| Green Infrastructure | 9a. Increase access to informal and formal green space | <ul style="list-style-type: none"> i. Ensure appropriate amount of land available for recreation and sporting facilities ii. Ensure non-vehicular access to these areas |
| | 9b. Maintain and increase biodiversity | <ul style="list-style-type: none"> i. Identify and protect existing areas of biodiversity value ii. Ensure appropriate management plans in place to protect and enhance areas of valuable natural environment/biodiversity |
| Housing | 10. Enable local residents and workers to access appropriate local housing provision | <ul style="list-style-type: none"> i. A quantity and range of affordable housing tenures (eg. subsidised rent, shared ownership) that meets identified needs ii. Community led housing (where local people take the lead in actively commissioning and building homes) iii. Support and encourage self-build homes iv. A local connection policy on some affordable housing (giving priority access to people with a connection to Waterbeach parish) v. A range of sizes for market housing |

| Theme | Objective | What do we mean by this? |
|-------|-----------|---|
| | | vi. Retaining our mobile home parks which provide an important element of housing choice to the village |

The planning policies are all in Chapter 6. All the planning policies flow from the themes and objectives provided in Table 5.1 above. There are no planning policies which sit directly under the first theme and first objective of the WNP. This is because the theme cuts across the other topics. All the planning policies in the NP will contribute towards meeting objective 1 in the NP.

6. PLANNING POLICIES

Transport Policies

CORE OBJECTIVE 2:

- **A safe, attractive and accessible cycle and footpath network providing good connections within the village, from home to workplace and key services**

What does this mean?

- Excellent connectivity between Waterbeach village and Waterbeach New Town and between Waterbeach village and other key destinations ensuring non-vehicular routes or public transport routes are prioritised.
- The design and layout of new development should be designed to allow residents to easily walk or cycle along safe and attractive routes to shops, services and school and neighbouring estates
- A greater network of footpaths within the parish including the provision of a connection between Waterbeach village and Denny Abbey and Chittering

6.1 Policy WAT 1 – Securing connectivity between Waterbeach village and key destinations including the New Town, employment sites and recreation facilities

Policy context and rationale (Policy WAT 1)

6.1.1 Waterbeach is located conveniently close to employment, shopping and the cultural hub of Cambridge. It is also located close to employment opportunities at Cambridge Research Park just under 3 miles to the north, with Cambridge Science Park to the south, and provided with a direct train route to both Cambridge and London Kings Cross. Despite this, there are significant community severance issues largely created by:

- The existing A10 is at capacity. This means long journey times at peak travel times. The Waterbeach New Town proposal will involve two new access points off the A10 to provide a primary access route for approximately 8,000 to 9,000 planned homes and this will undoubtedly exacerbate the severe congestion issues experienced at peak travel times along this section of the A10;
- Lack of a safe cycle or pedestrian route out of the village. There is no safe cycle or pedestrian route out of the village travelling north (for example to Cambridge Research Park). Southwards, there is a narrow non-segregated cycle path alongside the A10 to Milton village. There is also a route along the River Cam that can take you into Cambridge but access from Waterbeach village to the River Cam cycle path can be difficult; it requires travel along Station Road which is a narrow road with an abundance of on street parking. The River Cam cycle path

itself is narrow and poorly maintained. The narrow path is shared with walkers and dogs; the path is not direct as it follows the River Cam.



Figure 6.1 Queuing traffic along Station Road during the morning commute, February 2018

- 6.1.2 There are currently two access points into Waterbeach from the A10. There is a signalised junction where the A10 meets Denny End Road and there is a junction with Car Dyke Road in the west. The signalised junction at A10/Denny End Road creates queues on the A10 as well as from Denny End Industrial Estate during the morning and evening peak. But this junction also creates traffic breaks which are vital to allow similar movements from Car Dyke Road onto the A10. The village can also be accessed from the east along Car Dyke Road.
- 6.1.3 Strategic Policy SS/6: Waterbeach New Town in the adopted Local Plan requires (see paragraph 11.c) for primary road access to be provided to the New Town via the A10 and for measures to mitigate the traffic impact of the new town on surrounding villages such as Waterbeach.
- 6.1.4 Paragraph 3 of the policy states:
“Appropriate integration should be secured by the provision of suitable links to enable 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”

6.1.5 It is vitally important that direct, safe and attractive pedestrian and cycle routes are provided from Waterbeach village into the New Town. The Waterbeach New Town Supplementary Planning Document adopted by the district council in February 2019 for the Waterbeach New Town includes such links on an indicative layout. The Waterbeach New Town also provides an opportunity for a footpath link to be provided from the Waterbeach village into Denny Abbey, along the Causeway. This footpath link is promoted in the Waterbeach SPD as the Causeway Link. The Causeway proposal is of great significance to the Village and allows an old and well used route to be restored to its pre-WW2 status. The route will connect the south side of the village centre through the historic village and into the New Town, passing close to the lake and finally to Denny Abbey. It links old and new as well as providing a significant amenity for both village and New Town. The SPD identifies original parts of the historic causeway as a non-designated heritage asset (see Figure 11 Key Constraints) and sets out a delivery strategy and for the Causeway Link which will include sections of the historic causeway (see page 59 and Figure 26).

6.1.6 Additional priority routes for Waterbeach residents are:

- the provision of a safe, direct and segregated cycle and pedestrian link from Waterbeach village into Cambridge Research Park. This will widen travel to work options for Waterbeach residents and becomes ever more important with anticipated traffic volume increases and congestion associated with the new town development along this section of the A10;
- improved cycle infrastructure within Waterbeach village in particular along Station Road to allow easier access from Waterbeach village to the Sustrans route along the River Cam;
- the Waterbeach Greenways route. The Waterbeach Greenways is a project approved by the Greater Cambridge Partnership to create a route to enable cyclists, walkers and equestrians to travel sustainably from Waterbeach into Cambridge. The Greater Cambridge Partnership consulted on potential routes in the autumn of 2018 and published further work in the autumn of 2019. The Executive Board took the decision at its meeting in February 2020 to proceed with phase 1 the Waterbeach Greenway. The proposed route runs largely parallel to the existing Cambridge to Waterbeach railway line and deviates from this to serve different locations in Waterbeach village. In terms of surface treatment, most of the routes is proposed to be made up of a shared use path (proposed to comprise a 3 metre path with a 2 metre grassy strip running parallel). Other sections will comprise a quiet road (for example on existing residential roads including Way Lane in Waterbeach – see glossary for more detailed definition of a quiet road). Other sections will comprise a protected path which is defined as ‘a 3 metre wide path with features that separate cyclists and pedestrians. Where

possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs'; and

- Completion of the gap in National Cycle Network 11 – NCN 11 stretches continuously from Stansted Mountfitchet to just south of King's Lynn except for a gap at Waterbeach. This gap means that Waterbeach residents cannot access Wicken Fen by cycle and there is no cycle access across the River Cam to villages east of the Cam unless taking a very long detour via Fen Ditton. Similarly, for villagers east of the Cam they cannot easily access Waterbeach by bike.

Policy intent (Policy WAT 1):

6.1.7 To ensure:

- safe, convenient pedestrian and cycle links between Waterbeach New Town and Waterbeach village are provided as part of the Waterbeach New Town proposals
- provision of safe and convenient pedestrian and cycle links from Waterbeach village to the railway station in the event of it being relocated
- delivery of the pedestrian link from Waterbeach Village to Abbey Denny as intended and in accordance with the Waterbeach New Town Supplementary Planning Document.
- that any new development proposals that will lead to increased traffic movements in the plan area will be required to contribute towards the delivery of necessary improved pedestrian and cycle infrastructure in, around and out of the village.

6.1.8 Paragraph 1c) in Policy WAT 1 refers to the need for a pedestrian and cycle link from Waterbeach village to Cambridge Research Park. It is the intention that this route will be segregated from busy primary roads but the route may be part of the shared road space in quieter and safer residential streets.

6.1.9 To complement this policy, Waterbeach Parish Council is committed to working alongside the community, SCDC, the County Council (in its capacity as a highways authority) and the developers to agree priorities with respect to required improvements in the cycle and pedestrian environment. Please see the community aspirations chapter (Chapter 8) for more detail.

6.1.10 An outline planning application S/0559/17/OL was approved in September 2019 for up to 6,500 homes and associated facilities by the Secretary of State for Defence and Urban and Civic Plc. This outline planning application covers the MoD-owned land. The remainder of the Waterbeach New Town strategic site is subject to a separate planning application from RLW Estates. The first part of Policy WAT 1 is applicable to Waterbeach New Town – see Map 6.1 for the extent of the applicable strategic site boundary. It is intended to apply to reserved matter applications and any future applications on this site.

6.1.11 Relevant Local Plan policies:

- Policy SS/6: Waterbeach New Town. Paragraph 3; 11 c; 11b and 11 c.
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 1 – Securing connectivity between Waterbeach village and key destinations including the New Town, employment sites and recreation facilities

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.

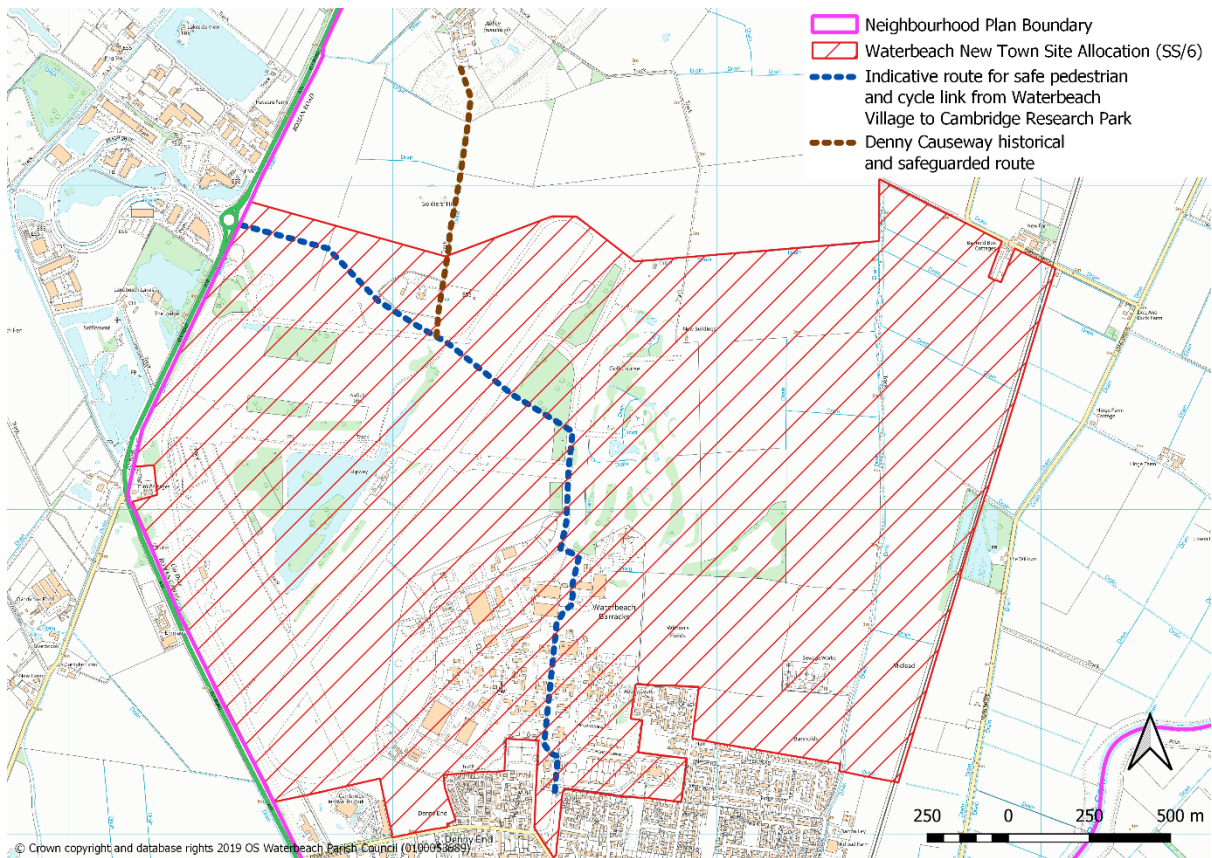
With regards to b) above, the remaining part of the historical Denny Causeway, as shown on Map 6.1 is safeguarded for this purpose and proposals which prejudice the delivery of this route will be resisted.

2. All proposals in the plan area, will be required, where applicable and proportionate to the proposed scheme, to contribute, (through Section 106 agreements, section 278 agreements and or direct investment) to other required improvements in the cycle and pedestrian infrastructure to provide better connections from Waterbeach village to places of employment and other destinations including:

- a) Improved cycle infrastructure provision along Station Road to facilitate a safer cycle route out of the village towards the River Cam



Figure 6.2 Informal bicycle parking in and around Waterbeach. February 2018. A sign of inadequate infrastructure for cyclists during the morning commute.



Map 6.1 Indicative route for safe pedestrian and cycle link from Waterbeach village to Cambridge Research Park and Denny Abbey

6.2 Policy WAT 2 – Pedestrian and cycle route from Waterbeach village railway station to relocated railway station

Policy context and rationale (to policy WAT 2):

6.2.1 Policy SS/6: Waterbeach New Town in the Local Plan requires the relocation of the Waterbeach railway station “to encourage the use of sustainable modes of travel” as part of the site allocation for Waterbeach New Town. The policy requires significant improvements in public transport including:

- “Provision of a relocated Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town”
- “Provision of a Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Bus link to Cambridge.”

6.2.2 The policy also requires measure to promote cycling and walking, including

- “Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
- “Provision of direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park”.

6.2.3 The relocation of the railway station presents many opportunities, but it also removes a crucial amenity for existing commuters who currently live within walking distance to the existing railway station. So that these residents continue to benefit from the national trainline into Cambridge and London Kings Cross, it is important these residents have a direct access route to the new relocated railway station. Many people have raised the option of opening up a purpose-built cycle and pedestrian route to run parallel to the existing train line from Station Road up to the proposed location of the railway station. This is also proposed by the Greater Cambridge Partnership as a route for the second phase of the Waterbeach Greenway. The principle of this is one supported in the Neighbourhood Plan.

6.2.4 The relocation of the railway station will also bring disbenefits to other users. For example, the Cambridge Motor Boat Club are located within close distance to the existing railway station. If the railway station is relocated, then their access to their boating facilities will be affected with the convenience of train access being diminished.

6.2.5 The provision of a link that runs parallel to the existing train lines from the Station Road in the south to the new relocated railway station would provide additional benefits such as access to the planned *segregated high quality pedestrian and cycle link* to north Cambridge. This is as per the proposals for the Greenway.

- 6.2.6 The adopted Waterbeach New Town SPD indicates the principal cycle and pedestrian access from Waterbeach village to the proposed relocated Waterbeach railway station is a south-north route off Bannold Road along Bannold Drove. In theory this would provide good access for residents currently in the northern part of the village on the proviso that Way Lane and Bannold Road include priority access for pedestrians and cyclists and do not themselves become priority or busy roads for vehicles travelling through the village to access the relocated Waterbeach railway station.
- 6.2.7 Bannold Drove access to the relocated railway station does not provide residents in the southern part of the village with convenient or direct access.
- 6.2.8 Policy WAT 2 therefore seeks to safeguard a route that runs parallel to the train line directly from the existing railway station to the proposed relocated railway station. This is considered the only option to provide satisfactory mitigation to residents who will lose the convenience of local railway station.



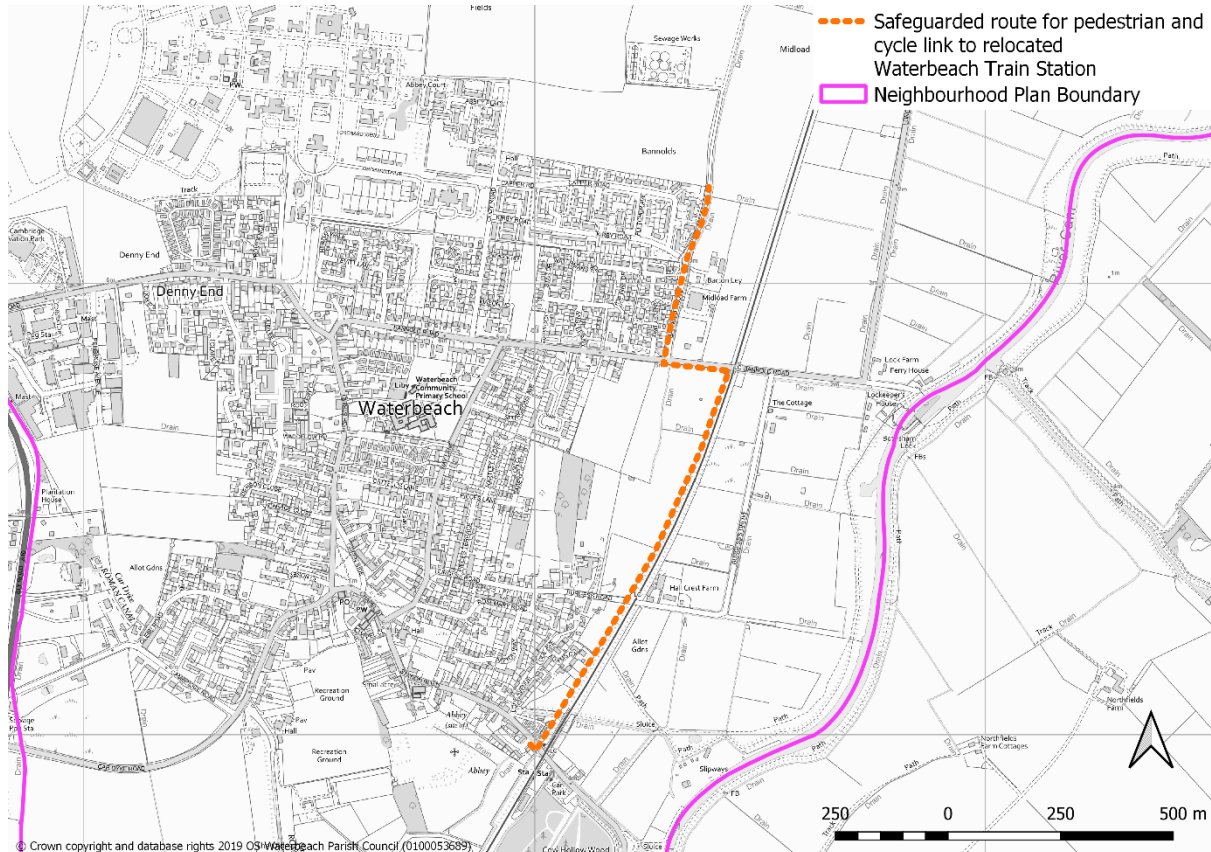
Figure 6.3 Morning commute. Station Road.

Policy intent (Policy WAT 2):

- 6.2.9 To safeguard land alongside the existing railway line for the future provision of a cycle and pedestrian link to be provided once the existing railway station has been relocated to the north of the village. The pedestrian path must be suitable for use by push chairs and mobility scooters.
- 6.2.10 It is essential that development does not come forward that undermines the deliverability of this route.

6.2.11 Relevant Local Plan policies:

- Policy SS/6: Waterbeach New Town. Paragraph 3; 11b.
- Policy TI/2: Planning for Sustainable Travel



Map 6.2: Safeguarded route for pedestrian and cycle link to relocated Waterbeach railway station

Policy WAT 2 – Pedestrian and cycle route from Waterbeach village railway station to relocated railway station

1. The route shown on Map 6.2 is safeguarded for the provision of a cycle route and separate pedestrian route (suitable for use by mobility scooters and pushchairs) linking Station Road with the relocated railway station. Proposals which prejudice the delivery of this route will be resisted.

6.3 Policy WAT 3 – A walkable village and walkable neighbourhoods

Policy context and rationale:

- 6.3.1 The core existing settlement at Waterbeach village is in most part a very walkable village with residential areas connected through residential roads and paths into the heart of the village where residents have access to shops and services including the post office, shops, the pharmacy, community meeting spaces such as the Beach Social Club and churches, the principal recreation area, the village Green and the bus stop (providing access into Cambridge and other villages and for secondary school children to school). However, traffic volumes and inadequate pavements and junctions can create a hostile and challenging environment to pedestrians and cyclists along some streets.
- 6.3.2 Waterbeach Primary School is located centrally, just to the north of the Village Heart off the High Street. Unfortunately, there are no segregated pedestrian routes through the surrounding residential areas to the school which means many school children and their carers who choose to travel by foot have to travel along stretches of Way Lane, Bannold Road, the High Street and Denny End Road which provide an unpleasant pedestrian environment during the peak morning rush. There is inadequate controlled pedestrian crossings on the High Street, Bannold Road and Way Lane. The school also report that Way Lane has become much busier since new development has come forward on Bannold Road (see pre-submission comment). During consultation, residents have commented also on the pavements along these roads being inadequately narrow or absent in places. In recent years, the village has grown to the north of Bannold Road. Cody Road is becoming a new primary walking route to school but this road is also experiencing increased traffic movements during the morning rush; this is likely to increase if used by construction vehicles associated with new developments.
- 6.3.3 Waterbeach railway station is located to the south of the village. It is accessed by many residents on a daily basis and, as evident during morning surveys, is accessed by many by foot. Here, pedestrians have to navigate, a relatively narrow pavement along Station Road which is also a very busy vehicular route during the peak times.
- 6.3.4 The difficulties experienced by pedestrians in the village can be broadly categorised as:
- Instances of poor quality of pavements along key routes including the narrow pavement along Station Road and Way Lane as well as the narrow pavement outside the Village Stores on the Green. Addressing poor quality pavements in the plan area is looked at under Policy WAT 4 (Managing and mitigating adverse impacts of increased traffic movements on residential amenity) of this plan.

- Poor street scene amenity, such as Denny End Road, directly caused by noise, vibration and air pollution from busy roads but also linked to inadequate design such as poor boundary treatment. This is also looked at as part of Policy WAT 4 below.
- Lack of direct and segregated non-vehicular routes between residential areas and key destinations such as the primary school and the railway station meaning commuters and primary school children are forced to walk alongside busy roads during the morning and afternoon peak.
- Lack of direct connections between some residential areas including some of the modern cul-de-sac development which itself reduces permeability and encourages car-use for shorter in-village journeys.

Policy intent (Policy WAT 3):

6.3.5 To ensure all new development coming forward in the plan area prioritises the ease of movement for all non-motorised users. This has the benefit of encouraging active travel but also increases opportunities for people to pass one another thereby helping to facilitate the creation of successful neighbourhoods and communities.

6.3.6 Relevant Local Plan Policies:

- Policy HQ/1: Design Principles, 1f

Policy WAT 3 – A walkable village and walkable neighbourhoods

1. All new development proposals (where they generate movement or residents, workers, shoppers etc) should take every available opportunity, to:

i) provide improved or new safe, convenient and high-quality internal footpaths

ii) provide direct connections into neighbouring areas and

iii) improve connectivity across the wider neighbourhood through the provision of new links.

2. Development proposals which result in decreased pedestrian connectivity between residential areas and shops and services (including the school) or which fail to utilise opportunities to provide new connections will not be supported.

6.4 Policy WAT 4 – Creating and maintaining sustainable access routes to Waterbeach village primary school

Policy context and rationale:

- 6.4.1 Way Lane, Bannold Road and the High Street provide the primary routes to and from primary school in Waterbeach village. Currently, all these roads experience high volumes of traffic during the morning rush. Whilst some measures are in place to manage the conflict between vehicles, pedestrians and cyclists including the lollipop lady stationed on the High Street at the school entrance, existing access to the primary school is not considered to give adequate priority to children traveling to school via foot or push bike.
- 6.4.2 Phase 2 of the Waterbeach Greenways project currently proposes to designate the High Street as a quiet road (see glossary definition for a quiet road) which would mean a stronger focus on pedestrians over vehicles. This measure would be supported by the Neighbourhood Plan.
- 6.4.3 Priority to children travelling to school via foot or push bike is required on all sections of Way Lane, Bannold Road, High Street, Denny End Road, Station Road and Cambridge Road. These are all principal routes providing access to Waterbeach Primary School from residential areas. They were identified as such during site visits and have been subject to consultation including with Waterbeach Primary School.

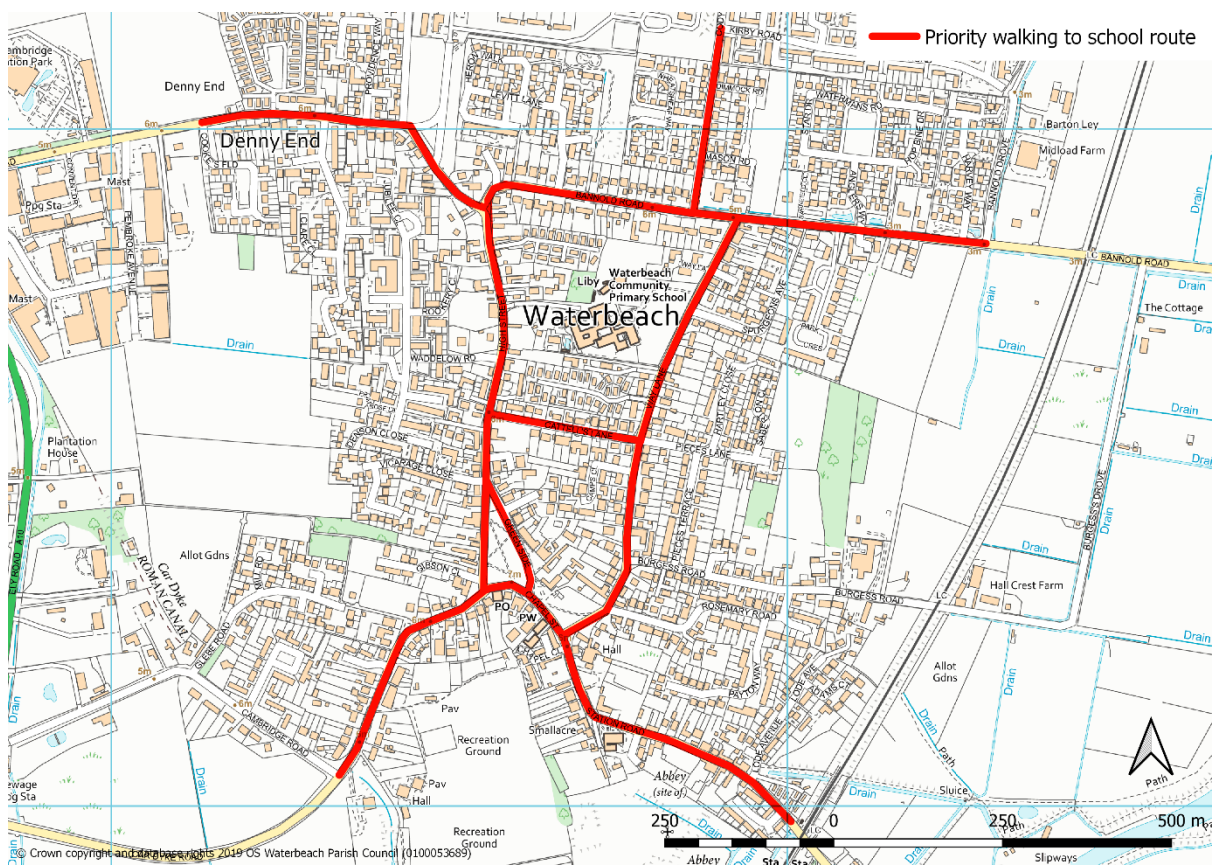
Policy Intent (Policy WAT 4):

- 6.4.4 The existing conflict between non-motorised users accessing and exiting Waterbeach Primary School on the one hand and vehicular movements on the other is a challenging one to address. There are a range of measures which could assist in refocusing priority towards non-motorised users outside the school including pavement widening, traffic calming, road narrowing, raised pedestrian crossing surfaces, restricting through traffic along Way Lane and narrowing junctions. The purpose of this policy is to support development proposals which will lead to such measures and resist proposals which will lead to increased traffic movement along specific stretches of road without being accompanied by appropriate mitigation measures.
- 6.4.5 Local Plan context:
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 4 - Creating and maintaining sustainable access routes to Waterbeach village primary school

1. The area around Way Lane, Bannold Road, High Street, Denny End Road, Station Road and Cambridge Rd – as indicated on Map 6.3 - is designated as a priority walking to school route. Development proposals which implement pedestrian priority measures or cyclist priority measures and result in improved sustainable access to school will be supported

2. Proposals in the plan area which lead to increases in vehicular movements along these routes without pedestrian and cyclist prioritisation measures will be resisted.



Map 6.3: Designated area for priority walking to school routes

6.5 Policy WAT 5 - Creating and maintaining sustainable access routes to Waterbeach New Town schools

Policy Intent:

- 6.5.1 Whilst it is very challenging to address conflict between pedestrians and vehicles outside Waterbeach Primary School, it is essential that any new educational facility including the Waterbeach Secondary School proposed as part of the new town is designed with a layout and facilities which secure ease of safe movement for pedestrians and cyclists travelling to school and back.
- 6.5.2 Policy WAT 5 states that any proposals involving new schools should be designed and located so that the school entrance is not located beside through-roads. The purpose of this is to maximise pedestrian safety for pupils accessing the school and it is also intended as a deterrent to parents and carers who may otherwise drop-off children as part of their own vehicular journeys. An example of where this layout has been achieved successfully is at Bar Hill where the primary road is located around the periphery of the town and the primary school within the peripheral primary road. Furthermore, current proposals by Urban and Civic include the design and location of a primary school which has no direct vehicular access for parents and visitors which is welcomed.

Policy WAT 5 - Creating and maintaining sustainable access routes to Waterbeach New Town schools

- 1. 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.**
- 2. To assist this, school entrances should not be located beside through roads. Additionally, the new town should be arranged such that the need for children having to cross primary and secondary roads to attend school is minimised and preferably avoided altogether. Designs should minimise conflict between children on their way to school and vehicles as much as possible.**

6.6 Policy WAT 6 – Improving road safety in Waterbeach village

Policy context and rationale:

- 6.6.1 It is clear from consultation work that pedestrian and road safety in the parish is a key concern to parishioners. The A10 itself is an issue for all road users but within

the village, the impact of through traffic using the village as a cut through, raises issues in the village. In addition, there are a number of very wide junctions in the village including St Andrew's Hill/Station Road, Greenside and Chapel Street, High Street/Denny End Road/Bannold Road, where cars are able to navigate without stopping or dropping gear; this creates specific issues for pedestrians needing to cross as well as cyclists using the same junctions.

6.6.2 The road safety issues listed in Policy WAT 6 have been identified through a combination of on-site observation work undertaken during the morning rush hour in February 2018, asking residents about their specific concerns during workshops and an online survey in November 2018. Many of the locations listed in the policy coincide with accident sites recorded by County Council during the monitoring period 2013 to 2017 as per below:

| Table 6.1: Road safety hotspots in the Waterbeach village | |
|--|---|
| Location identified in the neighbourhood plan | Applicable accident data by County Council as recorded during the period 2013 to 2017. |
| Denny End Road/High Street/Bannold Road junction | Slightly further north outside the barracks entrance, the County Council has recorded a slight accident site following incident in 2017. |
| Greenside outside the One Shop | Location recorded as a slight accident site by County Council during the 2013 to 2017 monitoring period following incident with a pedestrian. |
| Area outside Village Stores (post office), Chapel Street | Recorded as a slight accident site by county council following incident with 2 wheeled motor vehicle in 2014 |
| Station Road | Location outside Whitmore Way recorded as a slight accident site by county council during 2013 to 2017 following incident with bicycle in 2015. Location outside Lode Avenue recorded as a serious accident site by county council during 2013 to 2017 period following incident in 2016 |
| High Street outside the Primary School | Recorded as a slight accident site by County Council following incident in 2017. |
| Chapel Street/Greenside junction (east) | Recorded as minor incident site following incident with bicycle in 2013 |
| Chapel Street/Greenside junction (west) | Recorded as a slight accident site following incident in 2017 |

| | |
|----------|---|
| Way Lane | Way Lane/Pieces Lane junction recorded as a slight accident site following incident in 2016 |
|----------|---|

6.6.3 Proposed road safety improvements could also benefit the look and feel of the Village Heart. For example, a narrower junction at St Andrew's Hill could add land that would add to the Gault. It is important that any highway improvement works do not adversely impact the significance of the historic buildings within the conservation area or the conservation area itself.

Pedestrian safety and public bus infrastructure:

6.6.4 There is a relationship between pedestrian safety and public bus transport infrastructure. Provision for bus passengers is generally poor throughout the village, with most stops having no shelter or seating (there are only 3 stops with a shelter). Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars. No bus stops in the village have on-road markings to prohibit parking.

Measures which could assist with improving the safety of public bus users include:

- smaller measures such as parking restrictions, road markings and 'No stopping except buses'
- more substantial improvements such as build-outs of the pavements at bus stops to prevent blocking by parked vehicles, assisting passenger access, to provide space for small bus shelters, and to act as traffic-calming infrastructure; and
- re-modelling the excessively wide junction at the Green Side/Cambridge Road junction to improve pedestrian safety could provide space for a northbound bus-only slip road, incorporating a re-located northbound Green Side/Gibson Close stop and a shelter.

Policy intent (Policy WAT 6):

6.6.5 The intent of this policy is to ensure road safety improvements measures made necessary by development proposals are delivered as part of the development. Knowledge of existing concerns and issues regarding village road safety is key to understanding how a new proposal may impact on the village. The policy therefore identifies these in the table contained within the policy. This list is not intended to be exhaustive.

6.6.6 Relevant local plan policies

- Policy TI/2 Planning for Sustainable Travel

Policy WAT 6 – Improving road safety in Waterbeach village

1. All development proposals in the plan area will be assessed for their impact on road safety. Where proposals are likely to impact adversely on road safety including the existing safety hotspots listed below (indicated in Map 6.4), they will be expected to mitigate their impact by providing or contributing towards road safety measures.

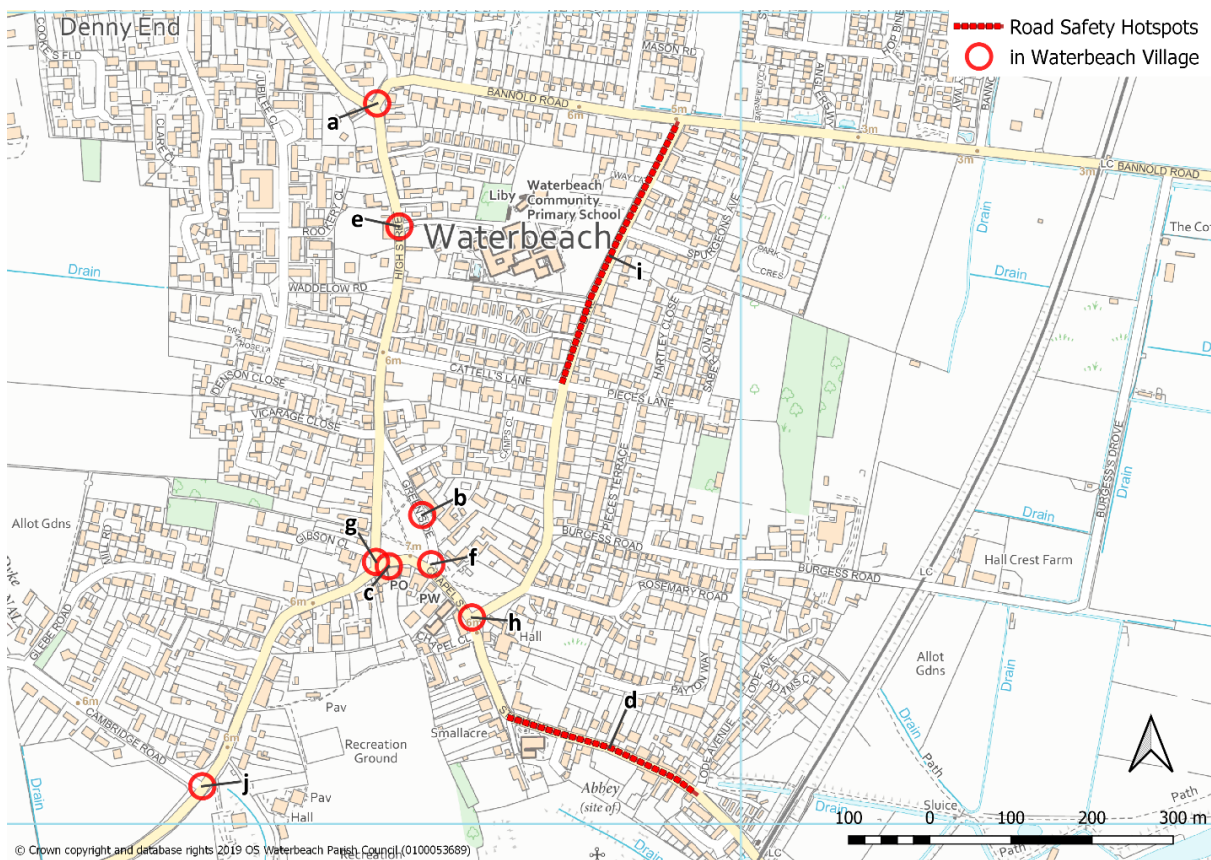
| Location | Safety Issue | Map reference |
|--|---|----------------------|
| Denny End Road/High Street/ Bannold Road junction | An exceptionally wide junction preventing safe crossing in addition to blind corners at the Bannold Road/High Street junction which prohibits safe crossing. Cyclists turning right from High Street into Bannold Road at risk also due to blind bends. Measures are needed in this location which will result in improved pedestrian safety. | a |
| Greenside outside the One Stop store | This is a focus for village centre based pedestrian activity for all residents (including secondary school children walking across the Green to access the bus stop/shop). Vehicles travelling at inappropriate speeds, together with parked cars make this a hazardous area for all users particularly during the rush hour. | b |
| Area outside Village Stores (post office) | An extremely narrow pavement not wide enough for prams or mobility scooters next to fast moving traffic travelling along Chapel Street. | c |
| Station Road | Narrow pavements along Station Road, together with busy pedestrian traffic (walking to railway station) during rush hour sometimes lead to pedestrians stepping out into moving traffic. | d |

Policy WAT 6 continued...

| Location | Safety Issue | Map reference |
|---|---|---------------|
| High Street outside the Primary School | A busy area outside the school at school drop off and pick up times. The morning drop off coincides with high volumes of through traffic using the village as a cut through off the A10 travelling south to access Cambridge or the A14. | e |
| Chapel Street/Greenside junction (east) | Junction is very wide presenting difficulties for crossing pedestrians, bicycles and other users navigating traffic. | f |
| Chapel Street/Greenside junction (west) | Junction (close to village centre bus stop) is very wide presenting difficulties for pedestrians, cyclists and other users to cross navigating traffic. | g |
| St Andrew's Hill, Way Lane, Station Road and Rosemary Road junction | A very wide junction at Station Road/St Andrew's Hill presenting difficulties for pedestrians to cross safely. Cyclists exiting St Andrew's Hill onto Station Road are also presented with difficulties. Parked cars (documented on site as comprising both residential commuter parking) along St Andrew's Hill presents further safety issues at this junction. | h |
| Way Lane | The path is narrow or discontinuous in places and difficult to cross with a pram. Heavy pedestrian use at school drop off and pick up times. Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times | i |
| Car Dyke Road | Car Dyke road past the social club, Cambridge Rd and the bend following this. The entire section is extremely dangerous for cyclists, particularly the bend coming out of the village where drivers are often tempted to overtake on a blind bend | j |
| Bus stops in the plan area | Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars and road junctions which bus users need to navigate to arrive at a bus stop. | n/a |

Policy WAT 6 continued...

2. Proposals which will have an unacceptable impact on road safety will be refused.
3. Proposals which lead to an overall improvement in road safety in the village will be welcomed.
4. All highways works in or in the vicinity of the Waterbeach Conservation Area must be sensitively designed and seek to conserve or enhance the significance of individual heritage assets as well as the Conservation Area itself.



Map 6.4: Road safety hot spots in Waterbeach Village

CORE OBJECTIVE 3:

- **There should be good provision for mobility impaired people**

What does this mean?

- There should be special provision for mobility impaired people so that they can travel easily from home to transport interchanges like the relocated railway station as proposed in the local plan (e.g. special parking provision).
- There should be special provision for mobility impaired people so they have convenient access to shops and services in the parish.
- Cycle infrastructure must be designed to improve provision for mobility impaired people.

6.7 Policy WAT 7 – An accessible village and town

- 6.7.1 The issues facing mobility impaired people in Waterbeach village do overlap with issues facing all pedestrians in the village who need to access village shops and services, the village school and the railway station. There are places in the village centre which are difficult if not impossible to navigate for people dependent on mobility scooters, people with a push chair, adults looking after young children, people needing the support of a fully aided person or people using a walking aid. This includes the narrow stretch of pavement outside the Village Stores as well as the high number of very wide junctions in the village centre – See Policy WAT 6 – *Improving Road Safety in the village centre.*
- 6.7.2 There is one aspect though which is specific to residents who have impaired mobility; that is facilitating a need for them to access shops and services by car. It is important that such users can also access the shops and services available at Waterbeach New Town. Whilst this neighbourhood plan does not support direct vehicular connections by primary routes from Waterbeach village into Waterbeach New Town, it does recognise the importance of ensuring blue badge holders in Waterbeach village do have access to adequate parking near to shops and services in the New Town including the railway station, in the event of this being relocated.
- 6.7.3 Currently, those with mobility difficulties in the village still have reasonable access to railway routes into Cambridge and London. For example, the designated car park for commuters along Station Road includes adequate provision of designated disabled bays for blue badge holders. Furthermore, the existing station is very close to some residential areas and these residents may be able to access the station by foot or via mobility scooter despite their impairments. It is the intention of the District Council, however, for Waterbeach railway station to be relocated. In this event, existing users dependent on their existing access, will be significantly adversely impacted unless

alternative access provision to the relocated station is provided. Alternative provision could be through a combination of:

- a bus shuttle service suitable for access via mobility scooter which, ideally, does not travel via the A10 in order to avoid long journey times;
- designated parking spaces for blue badge holders for Waterbeach villagers at the relocated railway station;
- direct high-quality segregated path linking Station Road with the relocated railway station (with surfacing appropriate for mobility scooters); and
- restricting access to Cody Road (the proposed vehicular access route from Waterbeach village to Waterbeach New Town) to public transport vehicles only.

6.7.4 The viability of providing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations, is demonstrated through the provisions of the planning application submitted and subsequently approved (09 Jan 2020) by RLW. The Planning Statement, the Design and Access Statement and the Sustainability Strategy all refer to the inclusion of the village shuttle bus as part of their sustainable solutions where the shuttle bus will be fully accessible for disabled users (e.g. pg 28 of the Design and Access Statement).

Policy intent:

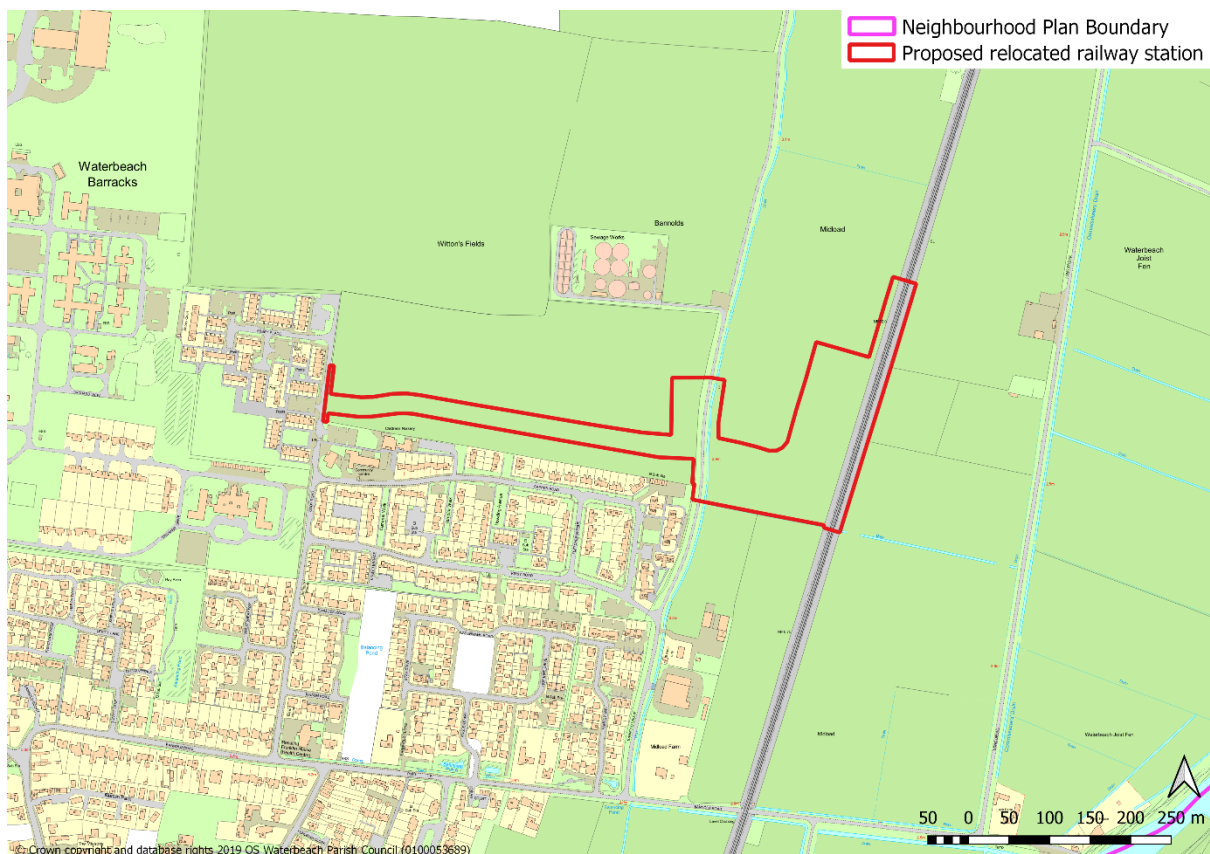
- 6.7.5 The intent of this policy is to ensure Waterbeach residents with mobility impairments are not adversely impacted in the event of the railway station being relocated further north close to Waterbeach New Town.
- 6.7.6 Planning consent was granted for the relocation of the railway station on 9 January 2020. It is deemed essential to retain this policy as planning permission expires after a three-year period. Furthermore, the policy will provide essential guidance in the event of applications coming forward to amend or revise existing planning consents and the planning conditions associated with them.

Policy WAT 7 – An accessible village and town

1. Land is proposed for a railway station on land between Cody Road east of Bannold Drove, as shown on Map 6.5. The following requirements will apply to any future applications applicable to the provision of the relocated railway station. Provision should include:

- a) designated blue badge parking spaces (available to disabled users who have been granted a blue badge) at the relocated railway station and outside principal shops and services
- b) securing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations
- c) safe and easy access for disabled users to train platforms from points of arrival at the railway station such as the disabled parking bays and the public transport drop off locations.

2. All proposals in the plan area, will be required, where applicable and proportionate to the proposed scheme, to contribute, (through Section 106 agreements, section 278 agreements and or direct investment) to other required improvements in the transport infrastructure suitable for those with mobility impairments.



Map 6.5: Proposed location of relocated railway station

CORE OBJECTIVE 4:

- **There should be effective management of traffic impacts so that pedestrian safety is maintained, the quality of the residential environment is protected, and rat running and congestion in the village are minimised.**

What do we mean by this?

- Work with stakeholders to minimise through traffic (either A10 through traffic or those looking to access the planned relocated station)
- Seek street scene enhancements in locations where the quality of the residential environment is vulnerable to the adverse impacts of current or increased traffic movements
- Seek junction improvements to ensure pedestrian & cyclist safety is improved

6.8 Policy WAT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity

Policy context and rationale:

6.8.1 The issues are broken down into three elements:

- Congestion on the A10 corridor between Ely and Cambridge;
- Traffic volume and speed through the village; and
- Impact of on street parking in the village centre on local business and residential amenity.

6.8.2 It is beyond the scope of the neighbourhood plan to tackle existing capacity issues of the A10. The capacity issues are recognised by all relevant stakeholders and has been the focus of a study published by the Greater Cambridge Partnership in May 2018 called the Ely to Cambridge Transport Study. This study, available to view at www.greatercambridge.org.uk, is described by its authors as a wide-ranging study which has made recommendations on the transport schemes needed to accommodate the major development planned at a new town north of Waterbeach, Cambridge Northern Fringe East (CNFE) and the Cambridge Science Park (CSP).

6.8.3 The A10 creates challenges for the residents of Waterbeach needing to get in and out of the village. The congestion along the A10 also creates an impetus for commuters travelling south to turn off the A10 at Denny End Road, cut through the village centre to access Station Road and Clayhithe Road to then access Cambridge or the A14 further east and south after Horningsea. Negative effects of this 'rat run' are particularly noticeable outside the primary school along the High Street in the mornings, along Greenside where fast moving traffic can undermine the safety and pleasantness of village centre pedestrian based activity and along narrow stretches of Station Road where many residential properties have a frontage very close to or directly onto the pavement.

6.8.4 Whilst, it is not within the gift of the NP to solve the many problems created by the A10, the NP does have an important role in:

- Identifying those locations where the impact of through traffic is in danger of damaging the street scene environment through unpleasant air, noise and dust pollution and seeking the implementation of measures which could manage the effects of those impacts. This could be done through pavement widening, possibly narrowing the carriageway, street tree planting or boundary treatment to existing properties. Measures which will make Waterbeach a less attractive option as a through route would be welcomed.

6.8.5 Other non planning-related measures such as the implementation of a 20mph zone along Denny End Road and Waterbeach High Street could be explored.



Figure 6.4 Residential properties along Denny End Road, particularly vulnerable to environmental effects of traffic coming in off the A10. Could be partly mitigated through high quality boundary treatment and street planting.

Policy intent:

6.8.6 The intention of this policy is to ensure that where new development comes forward that will exacerbate existing residential amenity problems relating to traffic in the village, measures to mitigate those problems will be secured.

6.8.7 Relevant Local Plan Policies:

- Policy SS/6: Waterbeach New Town, 11.c.iii.
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity

1. Major and significant development proposals in the plan area which are likely to trigger increased traffic movements will be supported by local highways and environmental information, including, where applicable a transport assessment which predicts the level and impact of increased traffic movements.

2. In cases where noticeable increases in traffic movements at Denny End Road, Greenside and Station Road are predicted, proposals will be expected to incorporate measures which will mitigate adverse impacts (for example through noise, dust, air quality or visual impacts) on residential amenity. This could be through the contribution towards or implementation of appropriate mitigation measures which could include street scene enhancement such as pavement widening, street scene planting, provision of crossing points, narrowing of junctions (to allow for safer pedestrian movement) or contributions towards appropriate boundary treatment to existing properties.

CORE OBJECTIVE 5:

- **The Public Rights of Way network in the plan area will be protected and enhanced**

What we mean by this:

- Existing network will be protected
- Improvements to the network will be sought when development comes forward (where applicable)
- Quality of provision will be improved

6.9 WAT 9 – Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way (PROW) network and bridleways

Context and reasoned justification:

6.9.1 The public rights of way in Waterbeach parish are an important part of life for Waterbeach residents. They provide an escape for walkers and horse riders alike into rural parts of the parish such as to the riverside in the east. It is expected the Public Rights of Way network will be extended as the community grows through the provision of new links including the provision of a link from Waterbeach village to public footpath 247/15 in Denny Abbey.

6.9.2 The existing public rights of way network is shown on Map 6.5

6.9.3 It can be seen from this map that bridleway routes are particularly limited in the parish despite the expanse of land available. The Waterbeach Bridleways Group are very concerned about the existing limited access to good routes for horses in the parish and concerned about potential loss of some of this access when the new town



Figure 6.5: Bridleway 247/10 looking north along the River Cam near to Bannold Road.



Figure 6.6: Public footpath 247/12 looking north along the River Cam near to Bannold Road

is built out. As seen from Map 6.5, there are short lengths of dedicated bridleway routes to the east of the village and alongside the River Cam (on the western side). However, the Bridleways group advise that the bridleway route 247/10 is not actually accessible due to the installation of swing gates in place for pedestrians – see figure 6.5.

- 6.9.4 Horse riders do have access to byway 247/14, along with all motorised road users, but the Waterbeach Bridleways group are concerned that this might get lost to development particularly as the proposed location for the relocated railway station is very close to the southern end of byway 247/14. The adopted Waterbeach New Town SPD indicates that this would not be the case. Page 47 reads:

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

- 6.9.5 The SPD refers to this byway as the future Bannold Drove open space which will “act as a focus for open space of varying width along its entire length, connecting the village with the station district and onto North Park, to be used for leisure and water attenuation”.

Amenity value of Public Rights of Way:

- 6.9.6 Most of the public rights of way provide attractive and tranquil routes such as route 247/12 alongside the River Cam – see figure 6.6.
- 6.9.7 The amenity value of public footpath 247/1 which is accessed from Greenside and provides a route through green belt land all the way to the A10 has however been poorly maintained and recently adversely impacted upon through new development coming forward. See Figures 6.7. The failure to consider the amenity value of Waterbeach’s network of public footpaths will discourage the use of these paths as both a means of sustainable travel but also as a means of accessing the countryside in which the village is set.



Figure 6.7: Public footpath 247/1 leading from Greenside to Back Stiles. Unmaintained scrubland to the north and construction hoardings to the south impact adversely on the enjoyment of this route.



Figure 6.8: Back Stiles: Public footpath 247/1 leading from built up area out to open countryside (but leading to A10)

Policy intent:

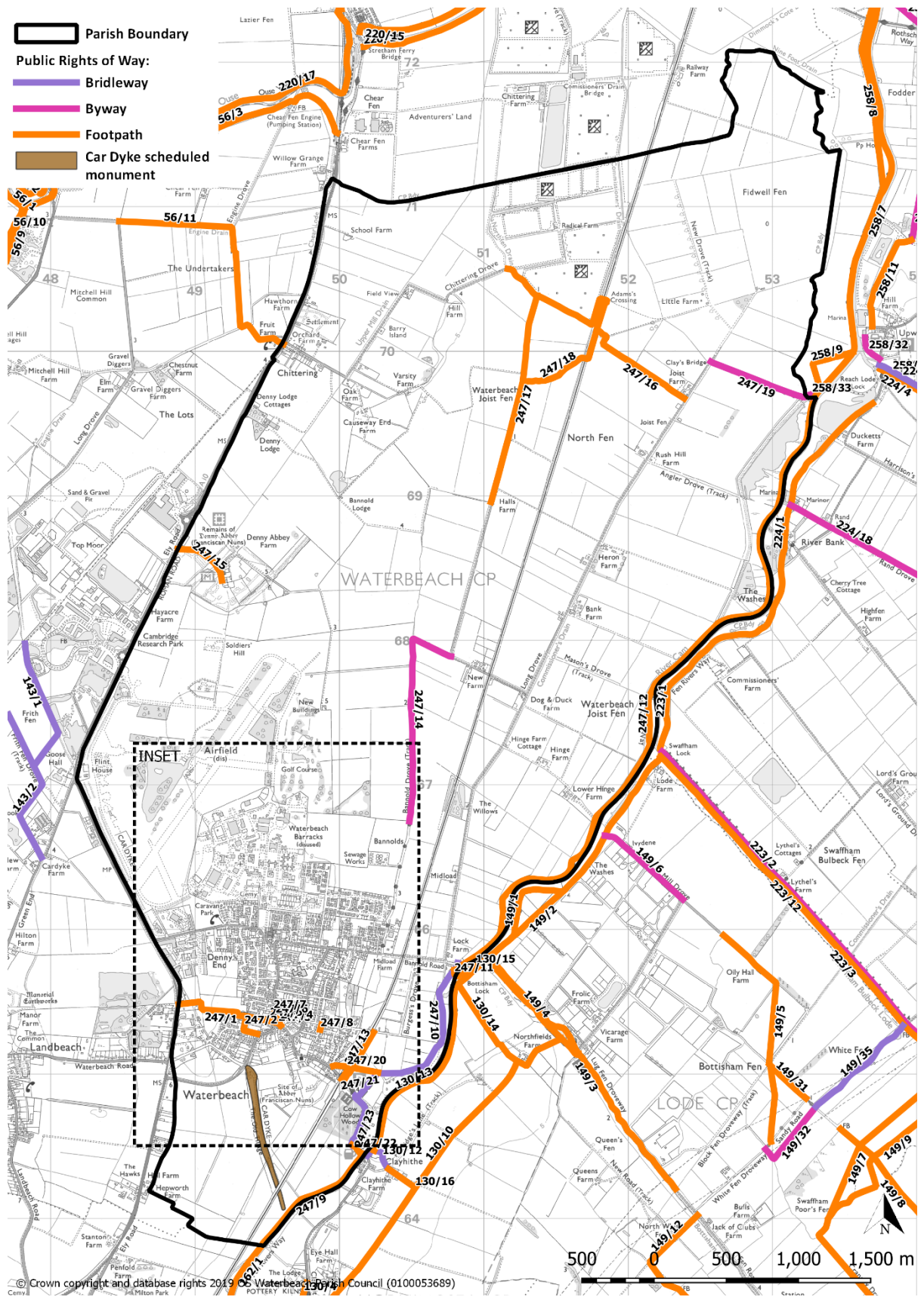
- 6.9.8 To protect existing public rights of way network in the parish and to support increased provision in quantity and quality.
- 6.9.9 Policy WAT 1 is also relevant to the objectives underpinning Policy WAT 9 since it requires the provision of a new footpath from the built-up area of the proposed Waterbeach New Town to Denny Abbey along the causeway
- 6.9.10 Permitted public rights of way in the parish are also highly valued and protection and enhancement of these route would also be supported.
- 6.9.11 In addition to the permitted public rights of way, there are other outdoor walking routes including the popular Car Dyke which provide important recreational amenity to the Waterbeach residents.

Policy WAT 9 – Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way (PROW) network and bridleways

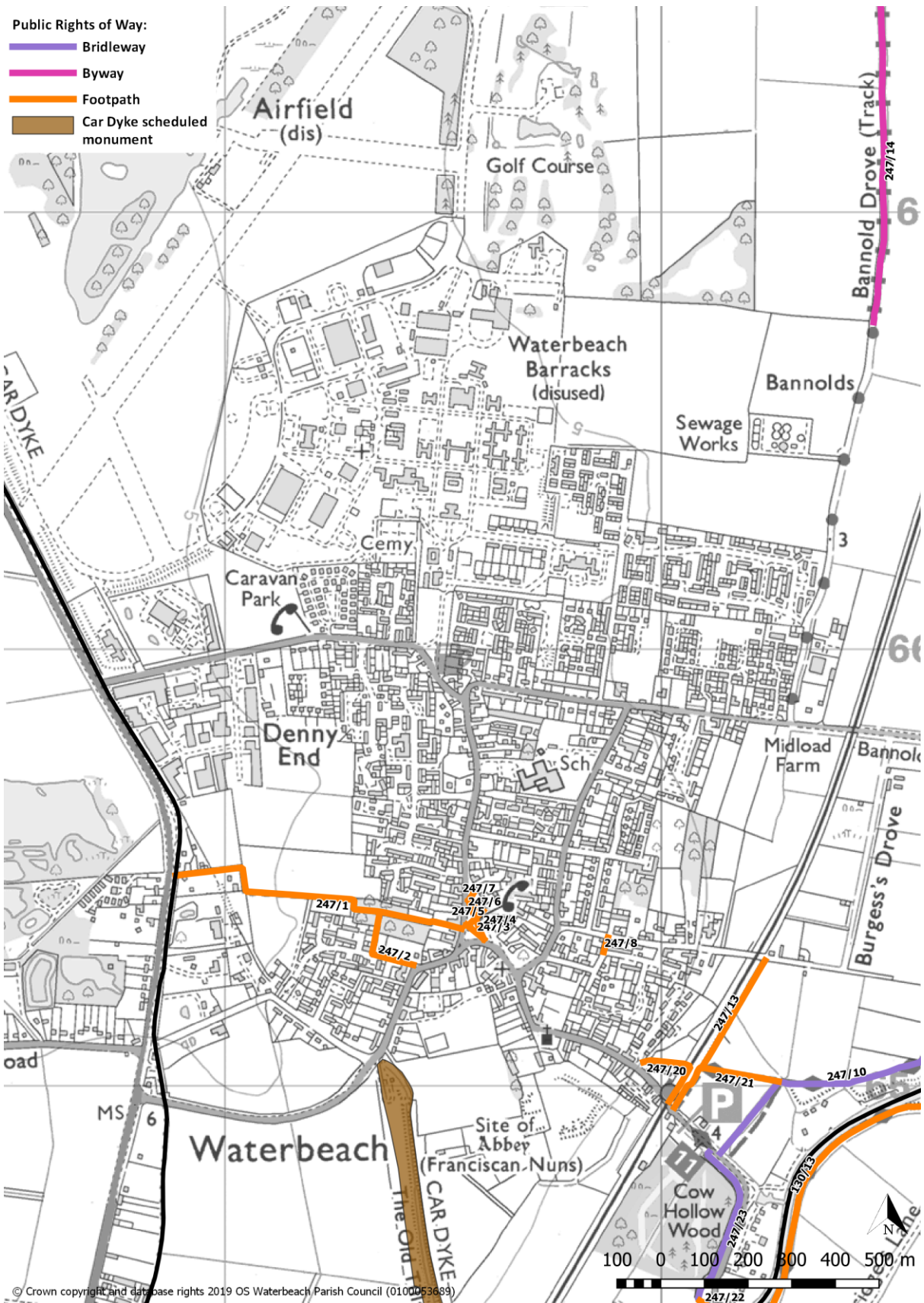
1. The Public Rights of Way network and the Car Dyke scheduled monument shown on map 6.5 are valued as providing important outdoor recreational opportunities and will be protected or enhanced.

2. Proposals which include new public rights of way, including bridleways in suitable locations, will be viewed favourably where they are otherwise acceptable. Where opportunities arise to create new links into the existing PROW network, proposals will be expected to do so.

3. Where a proposal comes forward which will be visible from a public right of way, consideration should be given to the design and layout so that visual amenity from the public right of way is maintained and, where possible, enhanced. Development proposals which adversely impact on the amenity value of the PROW network either through interruption to the network or through proposals which impact adversely on the enjoyment of the network (e.g. impacting on the visual amenity, wildlife value or open setting of a PROW) will not normally be supported. In the case of the Waterbeach New Town and the permitted proposed relocated railway station where it is expected there will be visual amenity impacts on the surrounding PROW, proposals will be expected to minimise impacts through sensitive design and mitigate impacts through appropriate landscaping.



Map 6.6: Walking routes and bridleways in Waterbeach Parish



Map 6.7: Walking routes and bridleways in Waterbeach Parish (inset showing village detail)

CORE OBJECTIVE 6

Amenities along village High Street to thrive and continue to provide essential services to the local community

What does this mean?

- Retention of shops and services along the High Street and village green
- Encouraging the provision of new shops and services along the High Street and village green
- Traffic management and parking measures to facilitate passing car-based trade in Waterbeach Village Heart
- Public realm improvements in Waterbeach village centre

6.10 Policy WAT 10 – Maintaining and enhancing a vibrant Village Heart

Policy context and rationale:

6.10.1 Waterbeach village centre contains a diversity of different uses including shops, public houses, bus stop, the Green and churches. Whilst quieter during the day than during the business of the morning and afternoon rush hour, it has an ‘active’ feel throughout the day; there is rarely a time when the Green or the Gault is free from a dog walker or a carer pushing a pram or people arriving to use shops and service in the Village Heart. Some of the shops and services could be regarded as ‘spread out’ across a wider area but this is inevitable where there is a large green in the middle. To recognise the importance of the existing hub serving the village it was considered important to define a Village Heart as a way of planning the future. The following uses are found within the Village Heart:

Table 6.2: Waterbeach Village Heart amenities

| Shops, restaurants, pubs | Community use |
|---------------------------------|---|
| Village Stores | The Green |
| One Stop shop | The Gault |
| Pharmacy | The Baptist Church |
| White Horse | Bus stop |
| Sun Inn | Post office (within the village stores) |
| Chinese takeaway | |
| Hairdressers x2 | |
| Bakers | |
| Physiotherapist | |
| Opticians (old butchers) | |
| Coffee Shop (Pharmacie) | |

6.10.2 There are other important village centre uses beyond the defined Village Heart such as the Rosie's Childcare located just off St Andrews Hill, the Salvation Army meeting place on Station Road, the primary school along the High Street, the Beach Social Club located on Cambridge Road, Tillage Hall, St John's Church Hall, The Baptist Chapel, the Chip Shop further north on the High Street as well as the Brewery Tap. These uses can all be regarded as linked to the Village Heart by artery roads leading into it. During mid-way consultation, residents were specifically asked about the proposed extent of the Village Heart. Whilst most respondents agreed with the extent (73%), a number of comments were made stating that the boundary line should be larger to include the school and chip shop in the north and the Beach Club in the south. Existing shops, services and community facilities outside the Village Heart will have land use protection through existing Local Plan policies. But in order to ensure the Village Heart continues to thrive through a period of change we have defined an area where particular consideration should be given when planning applications are considered and where new development proposals for shops, services and community uses will be particularly welcomed. Where facilities are located close to one another, businesses are more likely to thrive and it also makes it easier for residents using the facilities.

On street parking around the Green:

6.10.3 The Village Heart is easily accessible from many parts of the village by foot and many residents will walk through it on their daily route to the railway station or the bus stop. This includes secondary school children. However, many customers to the shops in the Village Heart will have arrived by car. They are either parishioners on the way to work or home or because they are non-parishioners visiting the services whilst passing through. There are free car parking facilities all the way around the edge of the Green. Many of the spaces are in practice used up by commuters who leave their car for the day before walking to the railway station. Some of this parking around the Green can detract from the quality of the public realm and also presents pedestrian safety issues at crossing points. Policy WAT 11 (Public Realm Improvements in the Village Heart) supports improvements in the quality of the street scene environment (public realm) which itself may result in a reduction of on street parking provision in specific places. However, overall existing parking provision which supports businesses in the village should be retained or improved.

6.10.4 Many existing problems relating to village centre parking could be addressed through means outside of the Neighbourhood Plan. For example, different traffic management regimes could be introduced such as restricting parking to a maximum time limit and undertaking enforcement measures to pick up on dangerous on street parking. If the existing railway station is relocated (as is currently planned by SCDC), then this itself may remove the existing problems related to the extent of commuter

parking along Greenside; or it may shift the problem to the northern part of the village for example along Cody Road if commuters choose to park in residential areas rather than paying for a station car parking place.

Policy intent:

6.10.5 Due to the importance attached to current function of the Village Heart in providing a beating heart to the existing community, it is important to define it in planning terms so that any planning applications that come forward in this defined area are ones which either sustain the existing function and vibrancy of the Village Heart or strengthen and diversify them through introducing new village centre uses.

Policy WAT 10 – Maintaining and enhancing a vibrant Village Heart

1. Development proposals within the defined Village Heart (as defined on Map 6.8) will be supported where:

- a) existing town centre uses (shops, services, community facilities) are retained at ground floor level;**
- b) existing shop fronts which contribute to the character and appearance of the village are maintained or enhanced;**
- c) proposed development will otherwise not undermine the function of the Village Heart as a hub for village shops, services and community facilities; and**
- d) the proposal does not unacceptably adversely impact customer parking provision (in terms of quality and quantity) for the shops**

2. New village centre uses where proposals will support the vitality of the Village Heart and diversify and enhance the range of shops, services and community facilities will be encouraged and supported where access arrangements for deliveries and off-street parking can be satisfactorily provided without any significant negative impact on surrounding residential or village centre amenity.

6.11 Policy WAT 11 – Public realm improvements in the Village Heart

Policy context and rationale:

6.11.1 A key challenge for the Waterbeach Neighbourhood Plan is to make sure the village centre continues to provide essential goods and services to the village residents during the plan period. Significant changes such as the building of the new town, the relocation of the Waterbeach railway station and ongoing changes in the way people shop and secure services will have implications for the village centre. These may be positive or negative. The most effective way for the village centre to be prepared is to preserve the strengths (by protecting the quality of the built environment in the centre – see policy WAT 14, protecting the Green (SCDC Local Plan policy does this)

but also recognising and addressing the weaknesses including the specific areas of poor public realm in and around the Village Heart.

6.11.2 The specific areas shown on Map 6.8 have been identified and consulted on by the group. Unattractive areas of public realm in the village centre is also something identified in the Waterbeach Heritage and Character Assessment and Design Principles Document.

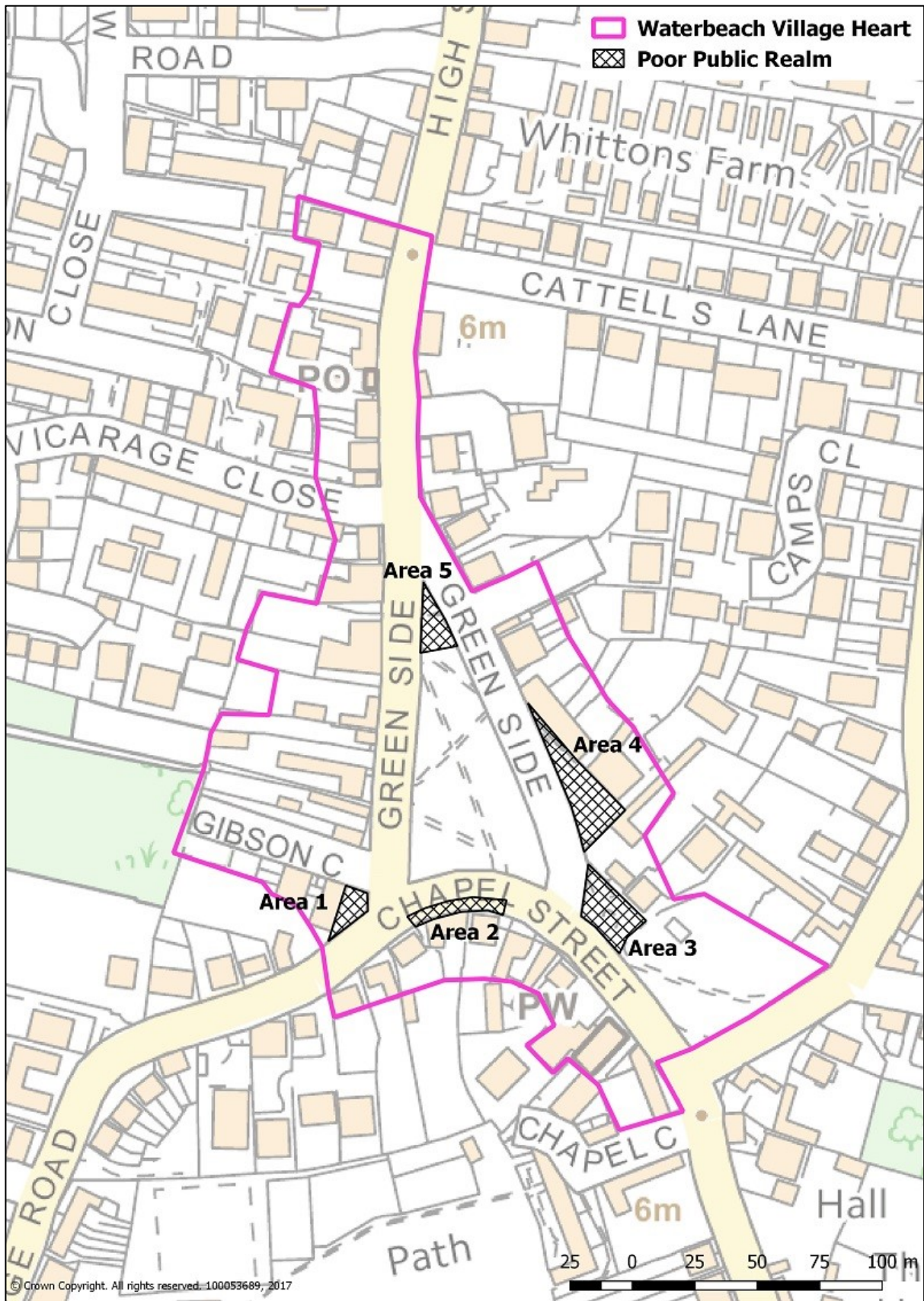
6.11.3 The area around the bus stop on Greenside has also been identified as needing improvement in order to improve its functionality for people (especially those with disabilities) to make their way from the bus shelter on to the bus. Currently, the positioning of the kerb prohibits easy access and the configuration of the hard surfacing makes it difficult to move with walking aides, wheelchairs or mobility scooter from the bus shelter area to the edge of the pavement in order to get on or off a bus. The bus stop is also often occupied by parked cars.

Policy intent:

6.11.4 It is acknowledged that the identified street scene improvements may not all be *delivered* through these policies in the Neighbourhood Plan (they can only be delivered this way where a development proposal necessitates the improvement as a result of impacts from the development in question). Waterbeach Parish Council is however committed to working with the relevant landowners and highways to deliver the aspirations identified in policy WAT 11. Please see the community aspirations chapter (Chapter 7) for more detail. It includes a non-planning policy commitment for the parish council to continue working alongside landowners and highways to explore appropriate solutions in the village.

6.11.5 The intent of the policy is to support in principle development schemes which would deliver or contribute towards their delivery and to resist proposals which would undermine the possibility of the public realm improvements coming forward.

6.11.6 As street scene improvements in Waterbeach Village Heart are essential to ensuring the village centre not only survives but thrives as a local parade for residents, development proposals elsewhere in the parish which may impact on the village centre, may be expected to contribute funds to the delivery of the street scene improvement projects.



Map 6.8: Areas for public realm improvement

Policy WAT 11 – Public realm improvements in the Village Heart

1. Development proposals which are otherwise acceptable, and which contribute towards the following street scene improvements will be supported:

- a) Reconfiguration of current Village Stores site along Chapel Street– see Area 2 on Map 6.8, to incorporate a wider and more accessible entrance and a safer and more accessible pedestrian environment allowing for safe access and safer crossing point.**
- b) Reconfiguration of land outside the current takeaway on Chapel Street/Greenside – see Area 3 on Map 6.8 to incorporate high quality soft landscaping, pavement resurfacing and maximise opportunities for formal bicycle parking**
- c) Reconfiguration of land outside the current White Horse Pub on Greenside – see Area 4 on map to incorporate high quality soft landscaping, pavement resurfacing and maximise opportunities for formal bicycle parking**
- d) Soft landscaping improvements to the northern part of village green – see Area 5 on the map)**
- e) Improving access for passengers embarking buses at the bus stop**
- f) Preventing through traffic using the road to the east of the village green (resident access only)**

2. The area outside the White Horse PH covering the road and the eastern edge of the green is also identified as an opportunity for resurfacing allowing for level pedestrian crossing from this part of the village hub to the green.

6.12 Policy WAT 12 - Waterbeach village public realm developer contributions

Policy intent:

6.12.1 This policy is intended to ensure the Village Heart continues to thrive as a local centre which provides essential services to the local community during a period of significant change as the Waterbeach New Town development comes forward.

Policy WAT 12 - Waterbeach village public realm developer contributions

Contributions towards the public realm initiatives identified in Policy WAT 11 will be sought from all major development proposals where this is necessary to ensure the Waterbeach Village Heart continues to thrive, and where directly, fairly and reasonably related in scale and kind to the development proposed.

CORE OBJECTIVE 7:

Develop a balanced economy with a variety of jobs at a scale appropriate to the size of Waterbeach

What does this mean?

- Protect and enhance existing employment sites in the village
- Range of employment opportunities in the New Town

6.13 Policy WAT 13 – Denny End Industrial Estate and Cambridge Innovation Park

Rationale and reasoned justification

6.13.1 The SCDC Local Plan identifies the Denny End Industrial site as an existing employment site. The Local Plan states that this site should remain in employment use. The Local Plan Policy SS/6: Waterbeach New Town also requires provision of employment as part of the Waterbeach New Town to meet the needs of the town and provide access to local jobs.

6.13.2 The Neighbourhood Plan supports these policies and there is no need to duplicate them in the Neighbourhood Plan through employment specific policies. Other policies in this plan address issues which relate to employment including:

- Policy WAT 1 – seeks provision of a cycle route from Waterbeach to Cambridge Research Park
- Policy WAT 22 – supports Rural Exceptions Housing for people with local connection to the parish (including those who work in the parish)

6.13.3 Denny End Industrial Estate located south of Denny End Road close to the A10 junction and is accessed via Pembroke Avenue. Cambridge Innovation Park is a business park providing serviced office space directly off Denny End Road to the north, also close to the A10 junction.

Policy Intent:

6.13.4 The NP supports the use of the Denny End Industrial site for employment uses in line with the Local Plan. The NP does however recognise the potential for employment uses to detract from street scene quality along Denny End Road especially near the entrance as well as a potential to impact adversely on neighbouring residential uses. The NP therefore seeks to ensure that these considerations are taken on board as part of any proposals at Denny End road or at Cambridge Innovation Park.

Policy WAT 13 – Denny End Industrial Estate and Cambridge Innovation Park.

1. Development proposals for new employment uses at Denny End Industrial Estate and Cambridge Innovation Park will be supported. The following considerations apply:

- a) A need to maintain a high-quality frontage to Denny End Road**
- b) Maintaining or improving residential amenity to neighbouring properties**
- c) Utilising opportunities to improve street scene within the site itself.**
- d) Improved non-motorised vehicular access to the site**

CORE OBJECTIVE 8A

Retain distinctive rural character of existing settlement

What does this mean?

- Maintain and enhance tranquillity of Waterbeach village
- Promotion of development that maintains or enhances distinctive rural character of existing settlement

6.14 Policy WAT 14 – Waterbeach design principles

Policy context and rationale

6.14.1 Adopted Local Plan Policy HQ/1: Design Principles requires all new development to be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context. The policy then contains 15 overarching design principles that should be adhered to depending on the scale and nature of the proposed development. Supporting paragraph 5.6 states that a fully integrated and responsive design-led approach to development is needed rather than design being approached as a simple checklist or as an optional extra.

6.14.2 Adopted Local Plan Policy SS/6: Waterbeach New Town requires “measures to address landscape, townscape and setting of heritage assets in the surrounding area and deliver a high-quality new development”. As part of this the policy requires that the new town will:

- Provide strategic landscaping within and beyond the major development sites to deliver high quality environs and:
 - Provide an appropriate screening of the town in views from Denny Abbey in order to protect the historic significance of the Abbey; and
 - Maintain the village character of Waterbeach

6.14.3 Policy SS/6: Waterbeach New Town is not accompanied by any further information as to what the village character of Waterbeach is.

6.14.4 The adopted Waterbeach New Town SPD provides in Chapter 2 some text on the character of Waterbeach, the surrounding Fenland landscape and Cambridge Research Park as follows:

Waterbeach village:

“Immediately to the south of the site is the village of Waterbeach which has a population of around 4,500. The organic arrangement of buildings around the linear High Street and village green at the heart of the village provide a significant contribution to its character. A

strong linear form and street pattern with continuous building frontage is typical of much of the core of the village. It has grown significantly through the latter half of the 20th Century.

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

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

The Fenland landscape:

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

5 km to the north east of the site on the opposite side of the River Cam is Wicken Fen, a RAMSAR Site in recognition of its international importance as a wetland habitat, a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation. In 1999, the National Trust launched the "Wicken Fen Vision", an ambitious 100-year, landscape-scale conservation project to extend the reserve from Wicken south towards the outskirts of Cambridge, covering an area of 5,300 hectares.

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

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

Cambridge Research Park:

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

6.14.5 The adopted Local Plan and the Waterbeach New Town SPD both recognise the importance of the historic core within Waterbeach Conservation Area. There is however no character appraisal for the Waterbeach Conservation Area.

6.14.6 To help inform the Neighbourhood Plan, Waterbeach Parish Council commissioned the preparation of the Waterbeach Heritage and Character Assessment (WHCA) and to follow on from this the Waterbeach Design Principles document. The work was provided direct from AECOM through grant support from Locality in 2018 and 2019.

6.14.7 The WHCA divides the neighbourhood plan area into three distinct areas:

1. The Waterbeach Barracks
2. Waterbeach village
3. The central and northern rural area.



6.14.8 For each of the areas, the document provides information on key characteristics, geology and soils, topography and hydrology, land use and land cover, movement and connectivity, settlement and built form, heritage assets, green space and public realm, views, cultural associations. Within Chapter 5 (Managing Change) of the WHCA, positive aspects of change are identified alongside issues to be addressed, sensitivity to change and character management principles. As part of this, the following issues are identified in the document:

- A lack of green space within the built-up area of the village.
- Poor provision of public rights of way, especially connecting to the existing public rights of way along the River Cam.
- A lack of landmark buildings reduces legibility within the village.
- Low parking provision especially at the railway



Figure 6.9: The three broad character areas identified in the Waterbeach Design Principles document. Illustration taken from page 5 of the Waterbeach Design Principles document published by AECOM, 2019. Figures covered in that document by © Crown copyright and database rights 2019 Ordnance Survey 0100031673

station leads to on-street parking which creates bottlenecks and congestion especially at peak times.

- Poor connection between modern housing estates limiting movement and connectivity.
- The signalised junction at Denny End Road causes congestion, particularly at peak times.
- Lack of space for new development within the current settlement boundary of Waterbeach.
- Dispersed retail units at the Greenside currently lack a focused area of retail provision which prevents a sense of destination being achieved.
- The Greenside lacks active frontages and could benefit from café and restaurants which spill out into the public realm. The under provision for restaurant and café outlets means the only alternatives are limited to a small number of community venues and the occasional pub⁵.
- The potential for the village green as a focal point of social activity is not properly realised. The hard boundary of parked cars blocks views of the mature trees on the green.
- A number of rear garden developments have increased the housing density.
- New developments along Bannold Road offer little useable open space.
- Lack of off street parking has resulted in on street parking along Station Road and around Greenside.
- Shops within the village centre show little consideration in their design, facades and signage.
- Historic shops on High Street are a great resource for the village and form part of the heritage but could be better promoted.
- Public amenities at the centre of the village are not focused as to encourage social activity. For example, the village notice board is directed into the busy junction of Cambridge Road and Greenside, closed off from the Green in which it is located. In close proximity, a bus stop appears inward looking and dark with a solid wall at its rear. This closes it off from the Green and increases the physical distinction and distance between the streetscape on Western Greenside and the Green.

6.14.9 Following the completion of the Waterbeach Heritage and Character Assessment, the NP steering group published it on their website and consulted on key aspects as part of the November 2018 Mid Way Engagement Survey. In addition, the NP steering group included *landscape, heritage and character* and *Village Heart* as two key discussion topics at two community workshops held in the Beach Club. As part of this consultation, there was general agreement with the issues and findings of the

⁵ A café has since opened on Chapel Street next to the Sun PH. Both have tables outside when the weather is fine.

Waterbeach Heritage and Character Assessment. However, participants during the workshops did not agree that Greenside retail units lacked focus although they did agree that an area of public realm/open space where a café or similar could spill out onto would be good.

Design Principles document:

6.14.10 Following the production of the Waterbeach Heritage and Character Assessment, AECOM were then commissioned to produce a Design Principles Guide for Waterbeach. This document was finalised by AECOM in April 2019 and included a set of sixteen design principles for plan area as a whole.

6.14.11 Chapter 2 of the Design Principles document explains:

- how applicants should begin the design process and the steps that should be taken to achieve successful design;
- the six core place making design objectives (Places for People, Enrich the Existing, Make Connection, Work with the Landscape, Mix uses and Form and Design for Change) as set out in the Urban Design Compendium, and which apply to all development proposals and masterplans;
- that the six core place making design objectives applies to each and every one of the sixteen Waterbeach Design Principles

6.14.12 Chapter 3 in the Design Principles document is divided into three sections (see Figure 6.9) focusing in turn on the three Character Areas. They are defined slightly differently to the character areas in the Waterbeach Heritage and Character Assessment.

- Waterbeach village
- The Urban Edge
- The Central and Northern Rural Part (incorporates Waterbeach New Town)

6.14.13 Chapter 3 provides, for each of the three character areas, a description of opportunities and constraints, together with a description of the design features which contribute to the existing character of the area. Applicants are advised to refer to the opportunities and constraints when undertaking their own site assessments (at the outset of the design process) and be informed by the character area descriptions when preparing their applications.

6.14.14 The Neighbourhood Plan supports the sixteen design principles set out in the Waterbeach Design Principles Document. Schedule 1 below introduces each of the principles and indicates in which development scenarios they would be relevant.

Schedule 1: The Waterbeach Design Principles to be applied in different parts of the parish

| | Waterbeach Design Principle | Where design principle is applicable |
|------|---|--|
| WDP1 | New development and building alterations should use materials of a high quality, which respond to the character of the buildings in the area. They should have strong attention to architectural detailing complementary to the distinctive character of Waterbeach | Applicable for all development in all locations. |
| WDP2 | Retail in the village heart would benefit from shops and services being better co-located similar to the neighbouring bakers, hairdressers and opticians on High Street. This makes using different shops more convenient. ⁶ | Applicable to Greenside in Waterbeach village |
| WDP3 | Infill development along the Greenside, High Street and where Cambridge Road connects with Station Road is likely to be less appropriate where it would result in an increase in density or the loss of gaps between buildings when viewed from the street | Applicable for proposals coming forward in Waterbeach village conservation area |
| WDP4 | New development should respond to the village characteristics of Waterbeach in particular plot widths and proportions, building lines, roof lines, heights, the scale of buildings, massing and boundary treatments | 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. |
| WDP5 | Alterations proposed to existing buildings including the adaptation or replacement of external feature should demonstrate a detailed knowledge of the history and design qualities evident. A clear rationale for how this | Applicable to proposals in Waterbeach village only. |

⁶ this principle has been reworded (for reasons of clarity) by the NP steering group since the adoption of the WDP

| | Waterbeach Design Principle | Where design principle is applicable |
|-------|--|---|
| | is taken account of in the design of alterations proposed should be provided. | |
| WDP6 | Buildings and features of historic interest or townscape interest identified in this assessment within and outside of the conservation area including their setting should be protected | Applicable for all development in all locations where there are buildings or features of historic interest. |
| WDP7 | The importance of trees in both public and private spaces needs to be addressed, as they are significant contributors to the character of Waterbeach. New development should not normally result in the loss of existing trees and tree groups and proposed trees should be incorporated into new development, increasingly so at the edge of the village. | Applicable for all development in all locations. |
| WDP8 | Proposed dwellings at the rural edge of the settlement should be set back from the street and boundary planting provided to maintain the distinction with the rural landscape as well as at a density reflective of the rural edge location | Applicable to proposals on the urban edge and to the central and northern rural parts of Waterbeach |
| WDP9 | Discrete locations of mobile homes provide an important house type whilst retaining the character of Waterbeach | Not a design principle but accepted as part of the housing chapter |
| WDP10 | Informal recreational green space accompanied by appropriate planting should form the framework of new development | Applicable for all proposals in all locations |
| WDP11 | The rural landscape (beyond the approved Waterbeach New Town) should be managed to retain its distinctive sense of remoteness and isolation | Applicable in the Central and Northern Rural parts of the Parish |
| WDP12 | Street furniture should contribute to the sense of place | Applicable to Waterbeach village and the urban edge. |
| WDP13 | Proposals should include adequate provision for car parking and traffic calming where necessary | Applicable to all proposals in all locations. |
| WDP14 | Opportunity for innovation and the creative interpretation of the design principles is encouraged, so long as the design enhances the distinctive character of Waterbeach (including the open Fenland landscape). In the case of development coming forward as part | Applicable for all proposals in all locations |

| | Waterbeach Design Principle | Where design principle is applicable |
|-------|---|---|
| | of Waterbeach New Town, proposals should respond sensitively to the open Fenland character which surrounds it. | |
| WDP15 | Encourage the improvement of public realm in Waterbeach village | Applicable to Waterbeach village Character Area See Village Heart policies also |
| WDP16 | Encourage better legibility and connectivity through improving existing road networks and by providing well connected sustainable access points | This is an important part of the transport policies in the NP. Applicable in all locations for all proposals |

Policy intent (WAT 14):

6.14.15 The purpose of Policy WAT 14 is to add local specific context to the Design Policy already provided in the adopted Local Plan. The applicant will be expected to refer to the SCDC Design SPD, the Waterbeach Heritage and Character Assessment (2019) and the Waterbeach Design Principles (2019) document in the process of defining existing character and understanding how any proposal can contribute positively to this.

Policy WAT 14 – Waterbeach design principles

Development proposals in the plan area will be supported where a design-led approach has informed the scheme’s layout, design, choice of building materials and densities.

All proposals will be expected to contribute in a positive way to existing built environment and landscape character as described in the Waterbeach Heritage and Character Assessment.

Account must be taken of the design principles set out in Schedule 1 supporting this policy.

6.15 WAT 15 – Development and landscape quality

Context and rationale:

6.15.1 Policy NH/2: Protecting and Enhancing Landscape Character in the Local Plan states that development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.

6.15.2 The plan area includes two National Character Areas as defined by Natural England. These are National Character Area 88: Bedfordshire and Cambridgeshire Claylands and National Character Area 46: The Fens. The majority of the parish is covered by NCA 46: the Fens which extends across the northern and eastern areas of the parish. The Waterbeach Heritage and Character Assessments finds that the key characteristics of NCA 88 which are of particular relevance to the plan area are:

- predominantly open, arable landscape of planned and regular fields bounded by open ditches and trimmed, often species-poor hedgerows which contrast with those fields that are irregular and piecemeal;
- diversity of building materials including brick, render, thatch and stone; and
- smaller towns, villages and linear settlements widely dispersed, giving a rural feel; fen-edge villages are often in a linear form along roads.

6.15.3 The key characteristics of NCA 46 which are of particular relevance to this assessment are:

- expansive, flat, open, low-lying wetland landscape offering extensive vistas to level horizons and huge skies, providing a sense of rural remoteness and tranquillity;
- woodland cover is sparse;
- the predominant land use is arable; and
- open fields, bounded by a network of drains and the distinctive hierarchy of rivers (some embanked), have a strong influence on the geometric/rectilinear landscape pattern.

6.15.4 The South Cambridgeshire District Design Guide SPD includes a landscape character overview. This identifies Waterbeach as lying within the Fen Edge, which is described as a mostly flat, low lying landscape with open views. Linear 'lodes', drains and droves running north-south form distinctive features of the character area. Large skies, a hierarchy of streams and ditches, rich and varied intensive agricultural land with a range of arable and horticultural crops are distinctive. Small scale medieval field patterns are still visible around the edge of the settlement. Low lying sand and gravel fen 'islands' rise above the surrounding flat landscape and have provided a historic focus for settlements.

6.15.5 The WHCA Design Principles document identifies distinctive *Principles* for each of the three Character areas in the plan area (Waterbeach village, the Urban Edge and Central and Northern Rural Parts of Waterbeach). These are set out in Schedule 2 below.

Table 1: Working with the Landscape Principles

| Waterbeach village Character Area | Where applicable |
|---|---|
| 1. Applicants need to consider how proposed open space links to existing green space providing a wide network for green infrastructure. | Where new open space is being provided |
| 2. Parks and play facilities should be used as community focal points with development, as recommended in the Recreational Open Space Study July 2013, by SCDC. | Where park and play facilities are provided or located close by |
| 3. Landscape features that have high biodiversity/ecological value should be retained and incorporated within the proposals. Development proposals should work with the topography with buildings integrated within the existing topography in order to soften the appearance of a new development within the landscape. Views out of a site to prominent landscape features and landmarks should also be retained and where possible enhanced. | Where landscape features are present |
| 4. A management plan describing how the maintenance of all elements in the landscape will be maintained should accompany all soft and hard landscape proposals | Where new landscape features are being provided |
| 5. Development proposals should retain important landscape features where possible and incorporate them into the proposed landscapes | Where landscape features are present |
| 6. The proportions of front gardens should reflect existing buildings in the vicinity. Existing front gardens should be retained to ensure a green setting to the building and enhance the public realm. New development will be expected to provide front gardens and as well as rear garden space. | Residential development including extensions in the village |
| 7. In any new development or extension, existing roof lines along High Street, Station Road and Car Dyke Road should be respected to maintain a consistent roof line along the street. | Proposals along High Street, Car Dyke Road, and Station Road |
| 8. Any infill development between existing buildings of different heights should create a roofline which integrates the new development and creates rhythm along the street. New development or building extensions should respect the existing building lines. | Infill development in the village |

| Waterbeach village Character Area | Where applicable |
|---|--|
| The Urban Edge | |
| <p>1. Views from Waterbeach Recreation Ground south across the rural landscape beyond the parish boundary are important. Similarly views are experienced from the train and form an important transition from leaving the city of Cambridge and entering the rural Fenlands. Narrow views of the built form of Cambridge are replaced with long distance, uninterrupted views across the flat fenland landscape. New development will need to consider these important views.</p> | Where views are noted |
| <p>2. Views are important aspects which require strong consideration in future development. Built form should avoid obstructing existing views if they are recognised by the community as having local importance. Landscape and visual assessments will identify the impact of proposed development on such views, taking into account variations in land topography.</p> | Where views are noted |
| <p>3. The use of focal buildings of local materials and architectural styles can be used to enhance views or frame them. Their scale, layout and form should enhance the buildings around the site.</p> | Everywhere in this character area |
| The Central and Northern Rural Parts of Waterbeach | |
| <p>1. Central and northern rural areas of Waterbeach give rise to large open views with big skies, which are typically characteristic of Cambridgeshire Fenland. These views need to be retained as far as possible with future development taking into consideration the impact on existing sky line and horizon. Routes along straight drives leaving the settlement heading north give opportunities for such views. These views need to form part of site analysis to identify if they can be retained and included within future development</p> | Waterbeach New Town development Countryside development |
| <p>2. New development should respond to the setting of surrounding landscape consisting of dramatic flat agricultural fields and open views. New development should also consider the effects of boundaries to properties as existing boundaries are in most cases hedgerows. Some examples of brick walls and brick piers to farmsteads exist which are characteristics that should be used to influence future development.</p> | Waterbeach New Town development Countryside development |

Policy intent:

6.15.6 To ensure all development proposals (in the village, on the urban edge and in the rural area) protect and where possible enhance existing landscape features which are distinctive to Waterbeach parish.

Policy WAT 15 – Development and landscape quality

Development shall be supported where it respects and retains or enhances the local character and distinctiveness of the local landscape in which it is located. In this regard, proposals will be supported where they accord with the *Working with the Landscape Principles* provided in Schedule 2.

Beyond the settlement edge (including, once developed, the newly defined edge at Waterbeach New Town), the distinctive sense of remoteness and isolation experienced in our fen edge landscape shall be respected and the long distance, uninterrupted views, out to the north and east, across the flat fenland landscape especially from the River Cam shall be protected or enhanced.

6.16 WAT 16 – Important edge of settlement sites on the eastern edge of Waterbeach village

6.16.1 In the context of Waterbeach village there are open areas of land on the edge of settlement which are of particular importance in contributing to the rural setting of the village Waterbeach as well as sense of place. They are both at village gateway locations and the openness of these parcels of land help to provide a sense of departure from the built up area of the village out into open countryside beyond.

Land east of Midload Farm:

6.16.2 This is an open and tranquil site on the edge of the settlement very close to the railway crossing on Bannold Road, providing an open setting to the walking, cycling and bridleway routes from the village edge to the riverside walks and public rights of way network. It is an important site contributing to the quality and openness of the countryside beyond.

Town Holt:

6.16.3 An open area of farmland in the green belt next to the train line on Clayhithe Road, just outside the settlement boundary. The site provides an attractive setting on the village edge to the openness of the green belt beyond. There is a footpath bordering Town Holt from Lode Avenue to the northbound railway platform. There are also footpaths to Burgess Drove, alongside the railway, and to the river running through Town Holt.

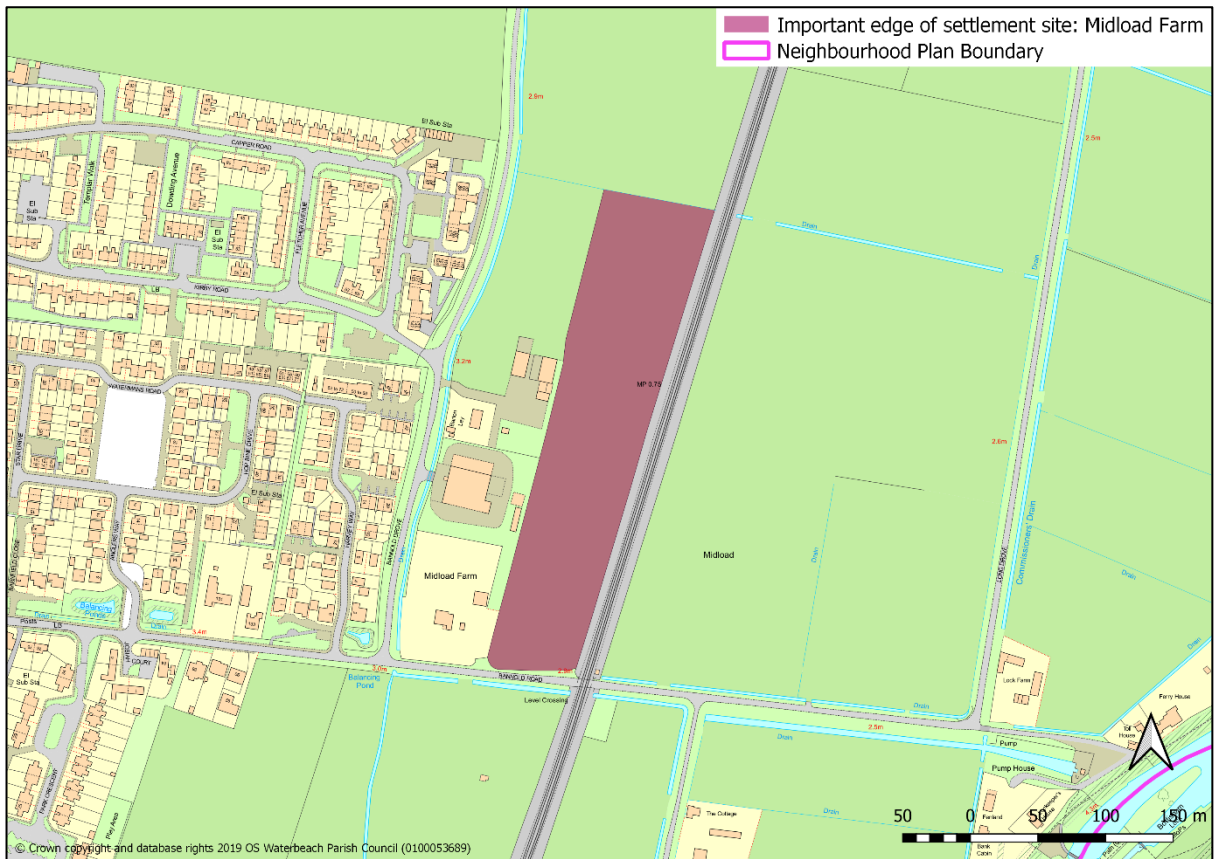
Policy intent:

6.16.4 It is not anticipated that development proposals will come forward on these parcels of land since they are outside the settlement boundary and in the case of Town Holt, within the Green Belt; neither is it the intent to encourage development at these sites.

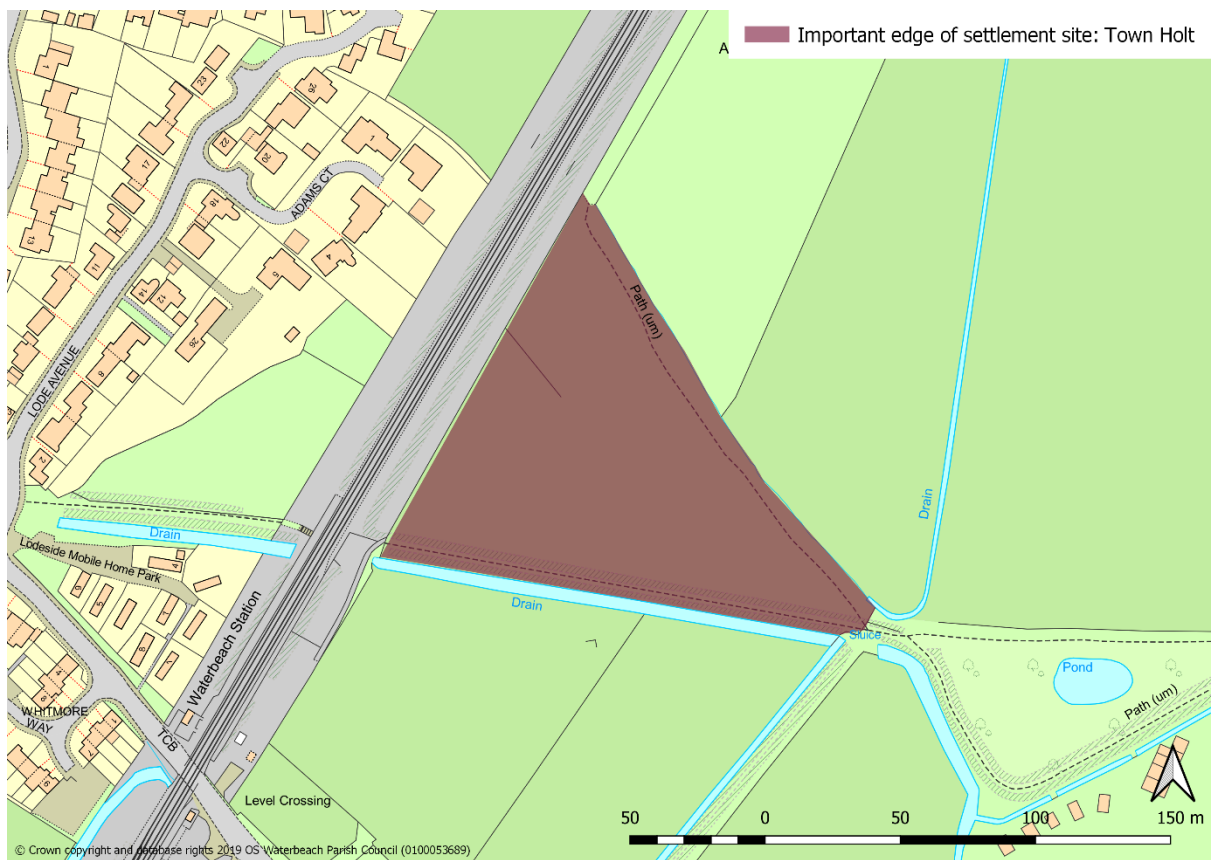
6.16.5 The intent of this policy is instead to recognise the contribution that these edge of settlement sites make to the setting of Waterbeach village and to ensure any development which may impact on the sites (for example on neighbouring land) protects or enhances rather than detracts from this contribution.

Policy WAT 16 – Important edge of settlement sites on the eastern edge of Waterbeach village

Development which will have a harmful impact on the contributions these sites make to the rural setting of Waterbeach, including the openness of the surrounding countryside experienced at these locations, will not be supported.



Map 6.9: Important edge of settlement site: Midload Farm



Map 6.10: Important edge of settlement site: Town Holt

CORE OBJECTIVE 9: GREEN INFRASTRUCTURE

Increase access to informal and formal green space

What does this mean?

- Ensure appropriate amount of land available for recreation and sporting facilities
- Ensure non-vehicular access to these areas

6.17.1 The policies in this section of the NP are also highly relevant to the core objective in the previous section “Retain distinctive rural character of existing settlements”.

6.17.2 As part of preparing the NP, the NP group undertook an assessment of formal and informal outdoor spaces in and around the village and parish in order to understand their function and community value. The community and stakeholders were invited to provide input during two community workshops held in November 2018 and as part of the parish wide mid-way NP consultation undertaken in November and December 2018. The outcome of this assessment is available to view in Table 6.3 below. The consultation itself is available to view in the Consultation Statement submitted alongside this NP. Table 6.3 also records existing Local Plan policy designations applicable to each space as well as additional designations proposed by this NP (through NP policies WAT 17, WAT 18, WAT 20 and WAT 9). The assessment includes the well-known and obvious valuable open spaces such as the Green. It also includes other less obvious, but nevertheless important, spaces for maintaining and enhancing sense of place and health and well-being in the parish.

6.17.3 The open spaces have a variety of different functions, for example, provision of outdoor sports and play provision, biodiversity value and Waterbeach-specific rural character.

6.17.4 In terms of recreation and sports facilities, Waterbeach village is currently served by the large recreation ground that has a range of sports facilities including football pitches, a cricket square, a bowls green, tennis courts, a children’s play area and a skate park.

6.17.5 Recreation and sports facilities are also provided at Waterbeach barracks including squash courts, and a sports hall. The use of the sports facilities on the barracks was agreed between Urban & Civic and Waterbeach Parish Council for community use as part of S106 payment for the conversion of flats for NHS Staff accommodation. Previously at the barracks there had been an outdoor swimming pool, a golf course and access to the lakes for fishing but these facilities were lost to the community when the barracks closed.

- 6.17.6 Existing community and sports facilities are given land use protection under adopted Local Plan policy SC/3: *Protection of Village Services and Facilities*. Local Plan policy SC/4: *Meeting Community Needs* also provides a mechanism for securing new facilities through new development. A Community Development Strategy is also being prepared for Waterbeach New Town. The NP supports these policies and there is no need to duplicate them in the NP.
- 6.17.7 Existing recreational areas, playing fields, allotments and community orchards are given land use protection under Policy SC/8: *Protection of Existing Recreational Areas, Playing Fields, Allotments and Community Orchards* where loss is only accepted under specific circumstances such as where replacement facilities are provided.
- 6.17.8 Local Plan policy NH/12 Local Green Space gives land use protection to the two central green areas known as the Green and the Gault in Waterbeach village by designating these specific spaces as Local Green Spaces (see Maps 2.1 and 2.2). The NP supports these designations and there is no need for additional policies in the NP.
- 6.17.9 Local Plan Policy NH/11 also identifies nine areas of land in Waterbeach village as protected village amenity areas. The policy does not allow for development within or adjacent to those areas if it would have an adverse impact on the character, amenity, tranquillity or function of the village. Maps 2.1 and 2.2 show these designations. They apply to the following spaces:
- i. a grassed area of amenity land in front of bungalows on Cambridge Road either side of the Coronation Close junction
 - ii. an area of green space, comprising private gardens and public amenity grassed area with bench next to the chip shop, referred to locally as the Old Pond site
 - iii. private gardens with mature planting and attractive wall on the corner plot of Waddelow Road and the High Street
 - iv. a large area of public and private land adjacent to the Primary School fronting on High Street
 - v. the school amenity land on the eastern side fronting Way Lane
 - vi. a corner plot of private garden space including mature trees and attractive wall at junction of Cattell's Lane and the High Street
 - vii. a small plot of land between the Green and the Gault (outside the takeaway and used for parking)
 - viii. private gardens with mature planting and attractive wall on the Chapel Close/Station Road corner plot; and
 - ix. large plot of private land including mature planting, wall and historic buildings of The Hall along Station Road.

Table 6.3 – An assessment of formal and informal open spaces in Waterbeach parish.

| | Main function of the space and how it is valued by the community. | Current policy designation and other comment | Proposed NP policy |
|---|---|--|--|
| 1. The Village Green | Important space at heart of the village | Given full protection as Local Green Space in the Local Plan | None |
| 2. The Gault | Important space at heart of the village | Given full protection as Local Green Space in the Local Plan | None |
| 3. Old Pond Site next to the chip shop on High Street | Small oasis of green in built up area, including a seat for the weary to rest on their journey | It is protected as a Protected Village Amenity Area in the Local Plan Potential site for improvements (through tree planting, furniture?) | None |
| 4. Old Burial Ground | Former village burial ground with public access. Planted with wild flowers close to busy Station Road providing much needed green break. | Owned by the St. John's Church. It is Green Belt land | None |
| 5. Recreation Ground | Important space at heart of village for recreation, sports, events and outdoor meeting place for young and old and all in between. | Owned by the Parish Council It is Green Belt land Important to recognise and safeguard as recreation facility serving the community | Protect as open space. WAT 18 |
| 6. Back Stiles | Located on the North western edge of Waterbeach village linking the village heart to the A10. An area of grass and scrub with public footpath running along the northern boundary. Pleasant to view from the | None. | The footpath is protected under policy WAT 9 and improvements to quality sought in connection with new development |

| | Main function of the space and how it is valued by the community. | Current policy designation and other comment | Proposed NP policy |
|---|---|---|---|
| | <p>footpath but not accessible to villagers.</p> <p>The network of publicly accessible footpaths is highly valued and should be protected. The amenity value of these footpaths should be protected or enhanced.</p> | | |
| 7. Camlocks | <p>Public amenity space located on northern edge of the village (north of Bannold Road). Locally equipped area of play in a housing estate. Important area for play and community gathering and giving a green break between two developments</p> | Owned by Morris Homes | Protect as open space. WAT 18 |
| 8. Woodland behind Saberton Close and Park Crescent | <p>Small area of woodland located on the eastern edge of the village abutting residential areas. Secluded area where wildlife can take refuge particularly after habitat loss in Bannold Road</p> | | Identify as important site for parish biodiversity. Policy WAT 20 |
| 9. Green Space within Park Crescent | <p>Play and public amenity in Eastern part of the village. Area of green that provides an open aspect to Park Crescent allowing safe play for children</p> | Owned by Annington Homes | Protect as open space. WAT 18 |
| 10. Green space at Barracks Entrance | <p>Iconic entrance to the barracks area providing an important transition from the northern edge of the village to the new town and dominated by a magnificent copper beach</p> | Owned by DIO | Extend Local Plan PVAA designation to this site. WAT 17 |

| | Main function of the space and how it is valued by the community. | Current policy designation and other comment | Proposed NP policy |
|---|---|---|---------------------------|
| | hedge and lined with ornamental cherry trees along the avenue from Denny End Rd. | | |
| 11. Grassed area on Coronation Close/Cambridge Road | Important green focal point for this part of the village setting the tone of its character, | Designated as a Protected Village Amenity area in the Local Plan | None |
| 12. Primary school frontage area | Grassed area with a tree at the entrance to primary school separate from the High Street by a low fence and hedge. Gives school a community feel, makes a difference for staff, children and parents. Visually important. | Designated as a Protected Village Amenity Area in the Local Plan | None |
| 13. Winfold Rd | Important amenity land in residential area in western part of village. | None | Policy WAT 18 |
| 14. Clare Close | Important land in residential area in western part of the village. | None | Policy WAT 18 |
| 15. Glebe Road allotments | A well-used allotment site located on the western edge of Waterbeach village in the green belt. | Generic protection under Local Plan Policy SC/8 <i>Protection of Existing Recreational Areas, Playing Fields, Allotments and Community Orchards</i> | Policy WAT 18 |
| 16. Burgess Road allotments | A well-used allotment site located on the eastern edge of Waterbeach village in the green belt. | Generic protection under Local Plan Policy SC/8 <i>Protection of Existing Recreational Areas, Playing Fields,</i> | Policy WAT 18 |

| | Main function of the space and how it is valued by the community. | Current policy designation and other comment | Proposed NP policy |
|-------------------------------|---|--|---|
| | | <i>Allotments and Community Orchards</i> | |
| 17. Town Holt | Informal open space providing visual amenity. The area is an open and tranquil parcel of green belt farm land on edge of settlement boundary linking the station to riverside walks on a safe pedestrian route. An important site contributing to the quality and openness of green belt land beyond. | Farmland on existing Green Belt land | Policy WAT 16 |
| 18. Riverside Walk | Riverside walk, wildlife, country walk. Public amenity. Considered a huge community asset by those on land and water providing safe walks/runs for those looking for tranquillity or exercise. Important area for wildlife. | Important to recognise the value of this site through the Neighbourhood Plan | Applicable in footpaths policy WAT 9 and wildlife policy. |
| 19. Car Dyke | Has historic value as ancient Roman port. Valued as a quiet area on edge of recreation ground. Ideal for dog walkers. | Designated as a scheduled monument | Policy WAT 9 |
| 20. Land east of Midload Farm | Informal area of open space on private farmland and not accessible to the public. An open and tranquil site on the edge of settlement, providing an open setting to the walking/cycling and driving route from village | Farmland | Policy WAT 16 |

| | Main function of the space and how it is valued by the community. | Current policy designation and other comment | Proposed NP policy |
|--|---|---|---|
| | edge to the riverside walks. Important for wildlife. An important site contributing to the quality and openness of the countryside beyond. | | |
| 21. Cow Hollow Wood Area of woodland and footpaths | An area of 6.82 hectares of woodland and footpaths managed by the Woodland Trust. The site is in the green belt to the east of Waterbeach railway station and accessed, by foot, from Clayhithe Road. | Green Belt land | An important site for wildlife. Also applicable to footpaths policy WAT 9 |
| Notes on this table: Spaces 1 to 5 above are located in the centre of the village. Spaces 6 to 16 are located in residential areas in the edges of the village. Spaces 17 to 21 are located outside the built-up area of the village. | | | |

Policy WAT 17 - Protected village amenity area of green space at main entrance to the barracks off Denny End Road

Context and rationale:

6.17.10 The following site which is currently not designated as PVAA's under the Local Plan is also considered appropriate and suitable for PVAA designation:

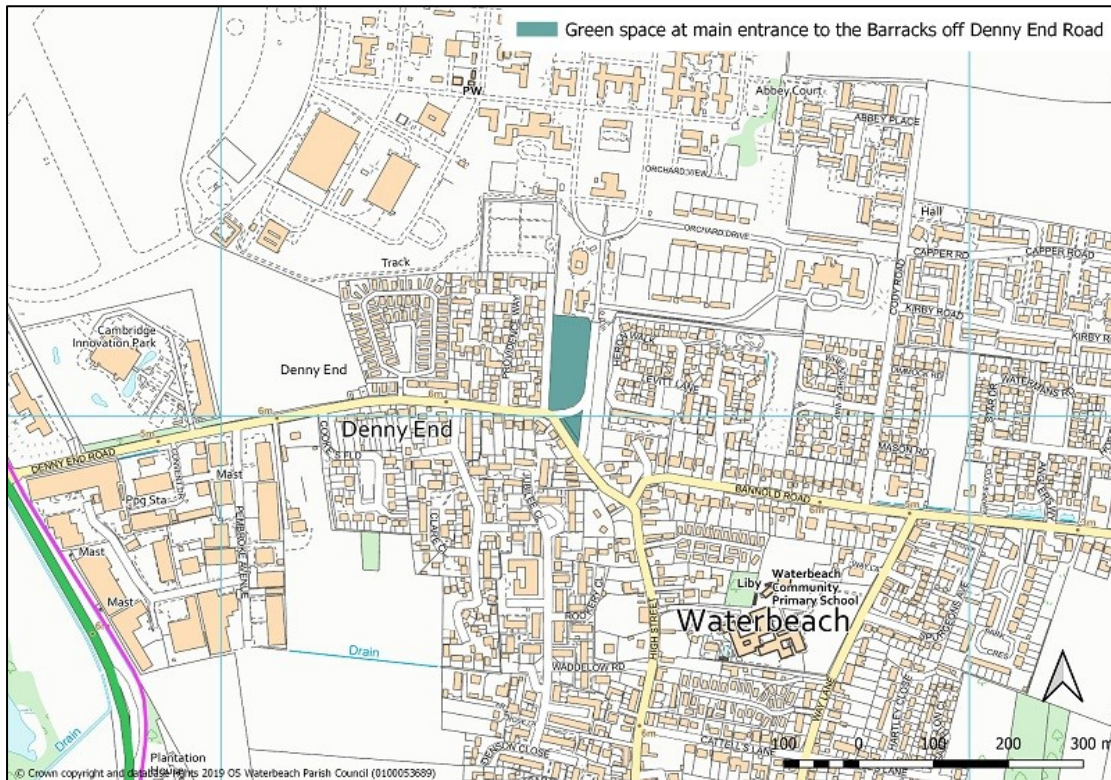
Green space at entrance to Barracks. The site was identified as valuable to the community as part of consultation on the NP including the mid-way consultation exercise undertaken in November and December 2018. This site has cultural significance and currently provides an iconic entrance to the barracks providing an important transition from the village to the new town. It is dominated by a magnificent copper beech hedge and beyond the hedge is an avenue lined with well-established ornamental cherry trees. It is an important landmark in the parish.

Policy intent:

6.17.11 To extend the PVAA designation which exists within the Local Plan to the green space at the main entrance to the Barracks off Denny End Road.

Policy WAT 17 – Protected village amenity area of green space at main entrance to the barracks off Denny End Road

The green space as shown on Map 6.11, and referred to as Green Space at entrance to barracks, is designated as a protected village amenity area where development will not be permitted within or adjacent to this area if it would have an adverse impact on the character, amenity (for example through noise and light pollution), tranquillity or function of Waterbeach village.



Map 6.11: Green space at main entrance to the Barracks off Denny End Road

6.18 Policy WAT 18 – Protected open spaces in Waterbeach village

Context and rationale:

6.18.1 There are a number of accessible open spaces providing essential amenity value to the Waterbeach village residents. These spaces which are both within the village (Camlocks and Park Crescent) and outside (The recreation ground) should be retained as publicly accessible open spaces. These are:

- The Recreation Ground. This space is a centrally located and valuable community space providing informal recreation space, outdoor meeting space and a skate park. It is used by all age groups

- Camlocks. This is an area of public amenity space including locally equipped area of play provided as part of the housing development. It is an important area for play and community gathering giving a green break between two developments.
- Green space within Park Crescent. This is an area of play and public amenity land providing an open aspect to Park Crescent and allowing safe play for children.
- Allotments site off Glebe Road. A well-used allotment site on the western edge of the village located in the green belt.
- Allotments off Burgess Drove. A well-used allotment site on the eastern edge of the village located in the green belt.
- Clare Close. This is a valued area of amenity land in a built-up residential area.
- Winfold Road. As with Clare Close, this is a valued area of amenity land in a built-up residential area.

6.18.2 In addition, the network of public rights of way including the Fen Rivers Way along the River Cam provide important outdoor recreation areas to the community. These are the subject of Policy WAT 9 in this NP.

Policy Intent:

6.18.3 In recognition of their specific public amenity value to Waterbeach parish residents, these spaces are identified and protected.

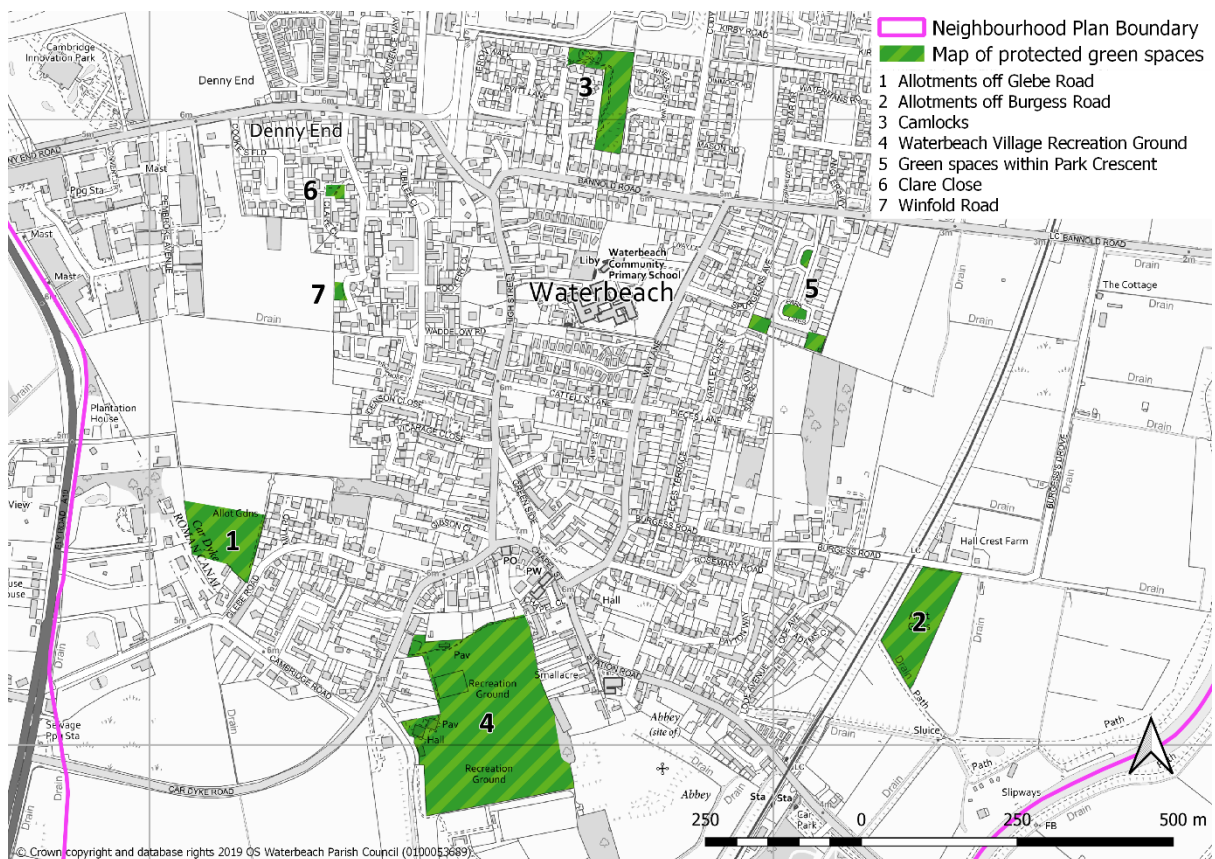
6.18.4 Exceptions will apply where the purpose of a development proposal will be to improve overall provision in the quality or quantity of an open space (for example replacement buildings or structures to improve the outdoor recreation value of the recreation ground).

Policy WAT 18 – Protected open space in Waterbeach village

The following publicly accessible open spaces are identified as important open spaces in the parish and shown on Map 6.12 are protected from development.

- Allotments off Glebe Road
- Allotments off Burgess Drove
- Camlocks
- Waterbeach Recreation Ground
- Green spaces within Park Crescent
- Clare Close
- Winfold Rd

Exceptions may apply where the purpose of a development proposal will be to improve overall provision in the quality or quantity of an open space.



Map 6.12: Protected open spaces

6.19 WAT 19 – Development and green infrastructure

Context and rationale:

- 6.19.1 Additional green infrastructure provision will be required according to open space and play standards set out in the Local Plan. There is therefore no need to have a separate policy on this.
- 6.19.2 The Waterbeach Heritage and Character Assessment notes a lack of open space within the built-up area of the village. It 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 these open spaces are accessible to residents by reason of wellbeing and community interaction.
- 6.19.3 Policy WAT 19 is therefore focused on ensuring that the value of open space provision delivered as part of housing development is maximised.

Policy WAT 19 – Development and green infrastructure

Where new open space/wildlife/green corridors are being provided as part of new development, they should, as far as is possible, be designed to link well with wider green infrastructure in the parish. New parks, informal open spaces and play facilities should be located and designed with a view to them functioning as focal points in the neighbourhood.

To be accepted as an acceptable form of public open space provision, the space must offer useable recreational space. Drainage basins will not be accepted as a contribution towards public open space.



Figure 6.10: Fencing surrounding drainage basin created as part of new development along Bannold Road



Figure 6.11: Drainage basin created as part of new development along Bannold Road

CORE OBJECTIVE 9B:

Maintain and increase biodiversity

What does this mean?

- Identify and protect existing areas of biodiversity value
- Ensure appropriate management plans in place to protect and enhance areas of valuable natural environment/biodiversity

Policy WAT 20 - Sites of value to biodiversity

6.20.1 Local Plan Policy NH/4: Biodiversity requires that new development must aim to maintain, enhance, restore or add to biodiversity. It provides a decision-making framework for different types of development proposals with different potential impacts on biodiversity. The policy states that “Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats unless the need for, and benefits of, the development in that location clearly outweigh the loss.” The NP supports this approach and there is no need to duplicate this in the NP. The specific measures relating to net gains in biodiversity set out in the second paragraph of Policy WAT 20 have been identified as they are specifically applicable to Waterbeach parish and have been informed through community and stakeholder engagement.

6.20.2 Known existing sites of importance to biodiversity in the parish include:

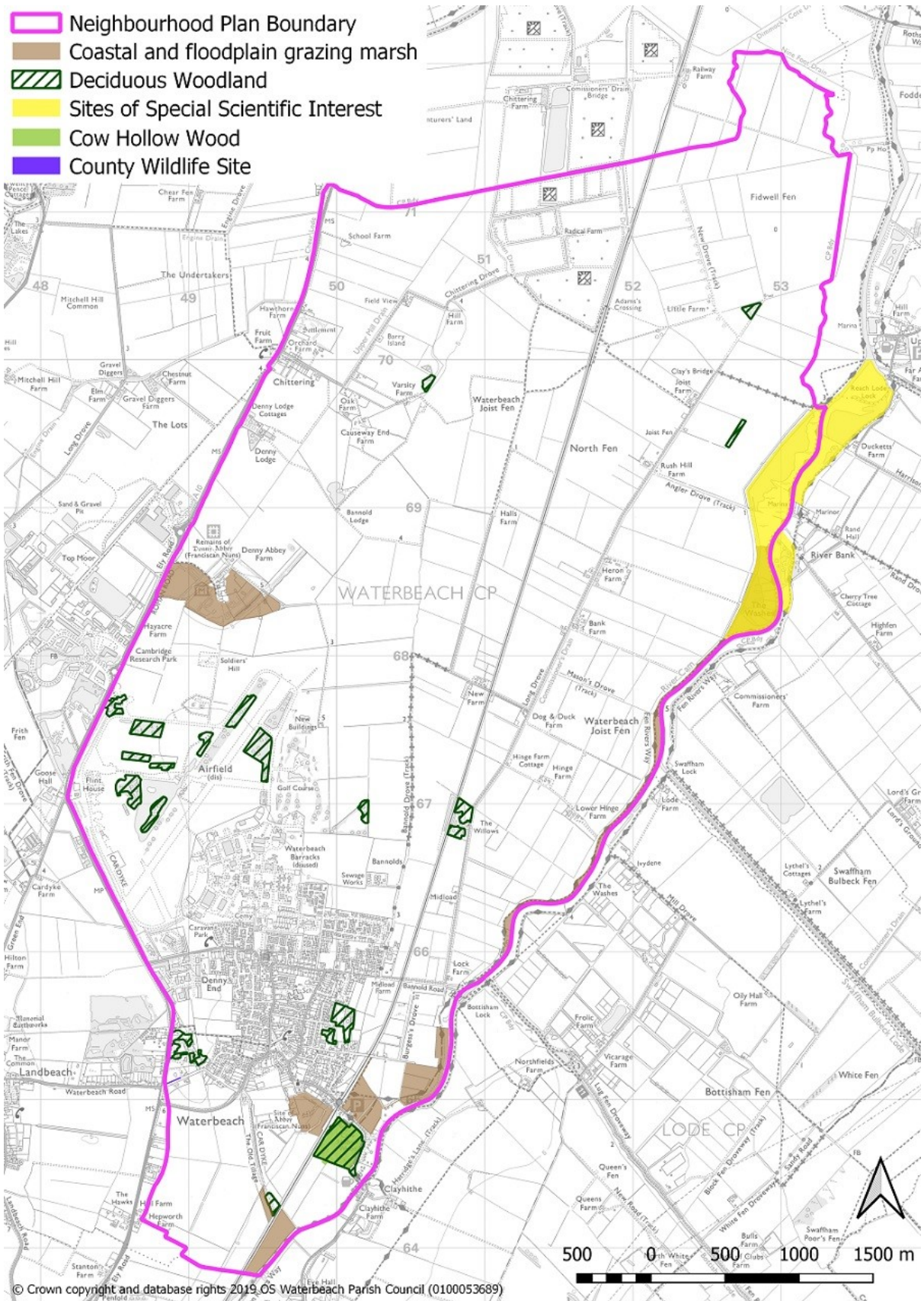
- Site of Special Scientific Interest in the north east of the parish which is the southern extent of the Cam Washes.
- Areas of deciduous woodland (as identified using magic mapping in 2019 at www.magic.gov.uk) in the south west adjacent to the A10, in the south east behind Saberton Close and at Waterbeach Barracks
- Floodplain grazing marsh (as identified using magic mapping in 2019 at www.magic.gov.uk) south of St John’s Church, to the east along Station Road and along the River Cam and at Denny Abbey
- It also includes the County Wildlife Site along Cambridge Road
- Cow Hollow Wood

6.20.3 Map 6.11 shows the location of these sites as sourced from www.magic.gov.uk

6.20.4 There is also the River Cam County Wildlife Site which runs along part of the extent of the River Cam.

6.20.5 The assessment of valued open spaces in the parish (see Table 6.3 in this NP) also considers Back Stiles in the western edge of the village to have biodiversity value.

- Neighbourhood Plan Boundary
- Coastal and floodplain grazing marsh
- Deciduous Woodland
- Sites of Special Scientific Interest
- Cow Hollow Wood
- County Wildlife Site



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Non-policy Map 6.13: Indicative sites of value to biodiversity

Policy intent:

6.20.6 Policy WAT 20 does not identify specific sites of value in the parish that must be protected. Instead the policy emphasizes the need for the biodiversity value of existing sites to be taken into account when development proposals come forward which may impact on those sites. The supporting text to the policy provides information on the known sites of value in the parish. This is intended to assist with implementation. Of key relevance is the network of habitats that currently exists through the deciduous woodland areas, the River Cam and areas of floodplain grazing marsh. When development proposals come forward the emphasis should be on improving biodiversity through strengthening these networks.

Policy WAT 20 – Sites of value to biodiversity

To be supported, development proposals must take into account the biodiversity value of existing sites in the parish where these may be affected by the proposal.

All development should provide net gains in biodiversity by creating, restoring and enhancing habitats for the benefit of species. In doing so, applicants should seek to retain and enhance the biodiversity value of the network of deciduous woodland, species and habitats in the parish. This applies to development coming forward at Waterbeach New Town as well as other strategic and major (e.g. 10 or more dwellings) development proposals where opportunities for creating and reconnecting existing and new habitat networks may be the greatest. However, it also applies to smaller development proposals (e.g. less than 10 dwellings) where opportunities for tree and hedgerow planting will exist, together with measures such as the incorporation of bird and bat boxes and installation of green or brown roofs.

CORE OBJECTIVE 10:

- **Enable local residents and workers to access appropriate local housing provision**

What does this mean?

- A quantity and range of genuinely affordable housing tenures (e.g. subsidised rent and affordable ownership), where affordability is related to local income, that meets identified local needs
- Community led housing (where local people take the lead in actively commissioning and building homes)
- Support and encourage self-build homes
- A local connection policy on some affordable housing (giving priority access to people with a connection to Waterbeach parish for example people living, working or with family in the area)
- A range of sizes for market and affordable housing; suitable for different age groups and accessibilities, and including for home working
- Retaining our mobile home parks which provide an important element of housing choice to the village.

6.21 Policy WAT 21 – Housing mix

Policy context and rationale

6.21.1 Local Plan Policy S/5 *Provision of New Jobs and Homes* establishes the level of growth the district is required to deliver during the plan period 2011 to 2031. This is 22,000 additional jobs to support the Cambridge Cluster and provide a diverse range of local jobs and 19,500 new homes, including affordable housing.

6.21.2 Waterbeach New Town is a key part of the district council's overall strategy. Local Plan Policy SS/6 *Waterbeach New Town* identifies the site as suitable for delivering approximately 8,000 to 9,000 new homes during the plan period⁷.

6.21.3 Local Plan Policy SS/6 *Waterbeach New Town* requires that the new town provide residential development which has a mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community.

⁷ As at May 2019, the current applications submitted by developers includes proposals for 11,000 homes

6.21.4 Local Plan Policy H/9: *Housing Mix* in the Local Plan asserts that a “wide choice, type and mix of housing will be provided to meet the needs of different groups in the community including families with children, older people, those seeking starter homes, people wishing to build their own homes, people seeking private rented sector housing, and people with disabilities”. To meet district-wide needs, the policy requires for developments of 10 or more new homes to consist of:

- a) At least 30% 1 or 2 bedroom homes
- b) At least 30% 3 bedroom homes
- c) At least 30% 4 or more bedroom homes;
- d) A 10% flexibility allowance

6.21.5 It is estimated there were 2,070 dwellings in Waterbeach in 2015⁸. The existing housing stock is currently reasonably diverse. Detached and semi-detached homes are the dominant types but to a less degree than in many villages; terraces account for a quarter of all dwellings. Flats make up seven per cent and temporary/mobile homes make up five per cent.⁹ This means the existing housing stock is well balanced in terms of contributing towards maintaining a mixed, balanced and vibrant community. Affordability, of course, remains a significant problem and this is addressed below in policy WAT 21 and WAT 22.

6.21.6 In terms of informing an understanding of the types of new homes which would meet the needs of Waterbeach residents, there are indications that proportionally there is a higher need for smaller properties of 1 and 2 bed homes. As part of mid-way community engagement undertaken with parish residents in November 2018, respondents were asked if they wanted or needed to move out of their existing property. 40% of respondents stated that either

- the entire household or a member of the household wished to or needed to move out of their existing property, or
- the entire household or a member of the household may want to move out of their existing property.

6.21.7 Of this proportion over 90% expressed a desire to stay or possibly stay in the parish. Of these, over 60% wished to purchase a property on the open market and 54% indicated a need for 1- or 2-bedroom properties. If this survey is representative of needs across the parish then this indicates that the 30% requirement for market schemes to be 1 or 2 bedrooms to be too small in order to provide a mix which suits the prevailing needs and demand indicate by Waterbeach parish residents.

⁸ Cambridgeshire Population and Dwelling Stock Estimates: mid 2015, Cambridgeshire County Council 2017

⁹ *ibid*

6.21.8 The results are reaffirmed through the results of the 2019 Waterbeach Community Land Trust Housing Needs Survey undertaken during the summer of 2019. This survey targeted all residents of Waterbeach, as well as trying to capture those who worked locally or were on the South Cambridge Right to Build list. In total, there were 151 responses, of which 105 had a local connection to Waterbeach. These had varying housing needs, including market housing needs, as well as affordable housing needs. Of the responses, around 65% would be looking for one or two bedrooms.

6.21.9 The age profile of Waterbeach’s population is noted in the Demographic and Socio Economic Review of Waterbeach (undertaken by Cambridgeshire ACRE in 2016) to be *highly distinctive for a rural* community. It notes that, a rural Cambridgeshire community would typically have a low proportion of people aged in their twenties and thirties compensated for by a high proportion of people aged 40+. In Waterbeach the opposite occurs. The DSE Review however offers the presence of the army barracks (which closed after the 2011 Census) to partly explain this.

6.21.10 The Office for National Statistics have since published 2017 data for estimated ages. Figure 6.6 indicates there may have been an age shift in the parish. Notably, it still shows a high proportion of people in their thirties in Waterbeach parish compared to Cambridgeshire and England as a whole.

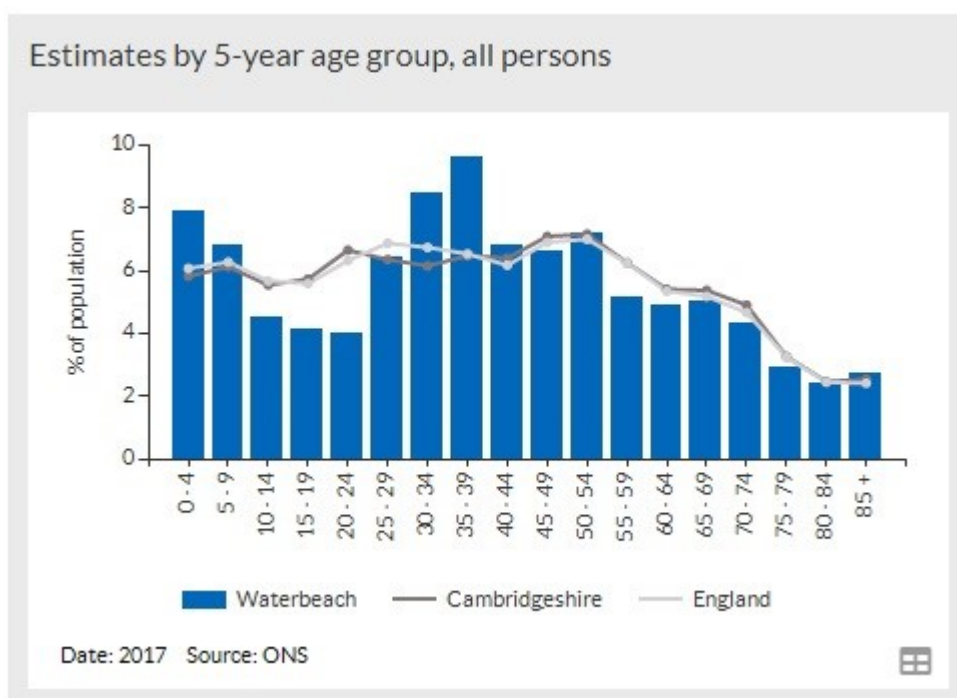


Table 6.6: 2017 ONS data on 5-year age groups in the parish

6.21.11 Notwithstanding the changes in age structure that have occurred in the parish since the closure of the army barracks, the age profile indicated in Table 6.6, is a further indicator of a need for housing suitable for younger adults.

6.21.12 The Waterbeach New Town Supplementary Planning Document (SPD) adopted as guidance by the SCDC in February 2019 provides some guidance on housing mix for the New Town. The document identifies two very different housing profiles in the surrounding wider area; on the one hand there is the housing profile within the district of SCDC which is dominated by semi-detached and detached properties and on the other hand there is the housing profile in neighbouring Cambridge where flats and terraces make up the predominant housing stock (63%). The DSE Review (undertaken specifically for the Waterbeach parish) in 2016 shows that Waterbeach parish itself comprises mainly of detached and semi-detached properties but to a less extent than other rural villages which makes sense, given its proximity to nearby Cambridge. The SPD provides an indicative housing mix for the Waterbeach New Town as shown in the table below. This indicates that to meet district wide needs:

- 75% of the affordable rent properties being provided (affordable rent is to comprise 70% of the total share of affordable homes with shared equity comprising the other 30%) should consist of 1 or 2 bedroom properties.
- Within the market housing share (to comprise 60% of the total number of new homes), 40% of the total number is to comprise 1 or 2 bedroom properties.

6.21.13 The indicative housing mix requirement in the SPD therefore also indicates that the district wide target of 30% housing comprising 1 or 2 bedroom homes as set out in adopted Local Plan policy is too low.

Table 6.7: Indicative housing mix for Waterbeach New Town (SPD)

| Type of housing | Proportion |
|---------------------------|----------------|
| Market Housing | 60% |
| <i>of that proportion</i> | |
| 1 bed | 20% |
| 2 bed | 20% |
| 3 bed | 30% |
| 4 bed + | 30% |
| | |
| Affordable housing | 40% (of total) |

| Type of housing | Proportion |
|--|------------|
| Broken down 70/30 affordable/shared equity | |
| Affordable rent | 100% |
| 1 bed | 50% |
| 2 bed | 25% |
| 3 bed | 20% |
| 4 bed + | 5% |
| Shared equity | 100% |
| 2 bed | 50% |
| 3 bed | 50% |

6.21.14 Since the adoption of the Waterbeach SPD, Urban and Civic have secured planning consent on their application for 6,500 dwellings at Waterbeach New Town. The actual level of affordable housing agreed was 30% (1,950 homes), lower than the 40% required as part of Local Plan policy H/10 where this departure was justified on grounds of development viability. A viability review mechanism has been agreed for each key phase with the aim of increasing to 40%. The affordable housing proportion was not split 70:30 affordable rent/shared equity. Instead a different mix was agreed between SCDC and the developer as a preferred way of meeting district wide housing needs. The mix agreed included only 30% affordable rent with the remaining 70% delivering different types of low cost home ownership (shared ownership 30%, rent to buy 20% and discounted market sale 20%).

6.21.15 In recognition of the fact that suitable and appropriate affordable housing tenures are subject to change on a case by case basis as the relevant stakeholders seek to secure the most appropriate and successful model for affordable housing, it would not be appropriate for the NP simply to carry through the policy the indicative requirement set out in the Waterbeach SPD of 75% of the affordable rent properties to comprise one and two bedroom properties. Policy WH 19 Housing Mix therefore applies a requirement for a majority of the affordable housing units to comprise 1 and 2 bedroom properties.

Custom and Self Build Housing:

6.21.16 Custom and self-build housing is housing built or commissioned by individuals (or groups of individuals) for their own occupation. SCDC maintain a Self and Custom Build Register (a register of the number of individuals and associations of individuals who are seeking to acquire serviced plots of land in the local authority area). During the period 31 October 2017 to 30 October 2018, there were 405 people on this

register (source: <https://www.scams.gov.uk/right-to-build>). It is considered important that land is made available as part of the Waterbeach New Town development for local residents to develop their own lower cost market housing.

Policy intent:

6.21.17 In order to deliver a successful development that contributes towards meeting needs however, it is essential that the housing being delivered in the new town as well as within Waterbeach village itself, is housing that contributes towards meeting existing evidenced needs in the parish.

6.21.18 This means ensuring adequate provision of one and two bedroom homes to take into account market needs within the existing community as well as the wider district. Local Plan Policy H/9 *Housing Mix* provides a generic requirement regarding housing type and size for market schemes. Policy WH21 complements this by emphasising what is appropriate as part of Waterbeach New Town and within the parish at large.

6.21.19 In order to ensure that local needs are being met the housing mix should be reviewed against the housing register, Community Land Trust Expressions of Interest (relevant to affordable housing) and recent developments, at the point of each planning application coming forward. This is so that shortfalls can be addressed.

Policy WAT 21 – Housing mix

To be supported, the mix of dwelling sizes on residential schemes in the parish must be informed by the latest available evidence on both district and Waterbeach specific housing needs.

Unless, up to date information indicates different local housing needs over the duration of the build out, residential development proposals coming forward as part of the Waterbeach New Town should meet the following criteria:

- a) an appropriate proportion of the housing mix is targeted towards meeting the different needs in Waterbeach parish;**
- b) the 1 and 2 bedroom element of both the market homes and the affordable homes should reflect the need indicated in the Waterbeach New Town SPD (40% of the market housing and 75% of the affordable housing) and**
- c) provision to be made for self and custom-built homes. Reference should be made to the Council Right to Build waiting list and local CLT expressions of interest.**

Other residential development proposals in the parish will be expected to deliver at least 40% of the units as 1 or 2 bedroom homes with the exception of schemes of 3 or less where appropriate housing mix is better informed by site context.

6.22 Policy WAT 22 – Rural exception site affordable housing in Waterbeach parish

Policy context and rationale:

- 6.22.1 Market prices for both purchase and rent are beyond the means of many Waterbeach households. As an indicator of this, as at September 2018, there were 116 households with a local connection to Waterbeach parish on the housing register.¹⁰ The vast majority of need (based on eligibility rather than preference) is for small dwellings (2 bed or less) and is predominantly from people aged below 60.
- 6.22.2 Recent affordable housing schemes in the parish include a 30-unit scheme at land adjacent to Denny End Road completed in 2017/17. The district council is also planning a further 9unit scheme at Gibson Close in Waterbeach.
- 6.22.3 Affordable housing is defined in the NPPF 2019 and repeated in the glossary to this Neighbourhood Plan. Whilst it is not possible to dictate actual rent levels or cost levels of affordable rent tenures or affordable ownership, national policy states

¹⁰ Housing Statistical Information Leaflet 2018, South Cambridgeshire District Council

affordable social rent must be no more than 80% of market rental values and discounted market sale must be at least 20% below market values to count as affordable housing. The Greater Cambridge Housing Strategy also aims to cap affordable rent at the LHA rate to maintain affordability. The Neighbourhood Plan recognises that to be truly affordable, the cost of affordable housing is likely to be lower than this in many cases and should be linked to income levels.

- 6.22.4 In response to local concerns regarding lack of access to affordable housing in the parish, Waterbeach Community Land Trust was set up in 2018. This is a community led body with the purpose of developing genuinely affordable homes and community facilities for local people in perpetuity. The efforts of the CLT are supported by SCDC who made a start up grant available. Involvement of the CLT in the Waterbeach New Town development is also supported by the Council and was incorporated into the SPD as Guiding Principle 12.
- 6.22.5 The Waterbeach Community Land Trust will seek to ensure that actual rent levels or costs of affordable housing delivered by it will be linked to local incomes. Actual rent levels or costs levels of other affordable housing streams will be determined by the relevant housing provider and SCDC.
- 6.22.6 Local Plan Policy H/10: *Affordable Housing* requires residential schemes of 11 units or more to deliver 40% of the units on site as affordable homes. The policy also states that within this proportion of affordable units the tenure (social rented, shared ownership) will be on a case by case basis determined by local circumstances. The Waterbeach NP supports the requirement for 40% of the units on schemes to comprise affordable housing and there is no need to have a separate policy on this. It is however acknowledged that the affordable housing on such schemes will be allocated according to needs on a district wide basis. In other words, parish residents with affordable housing needs may not necessarily have access to the affordable housing being provided as part of Policy H/10 in the Local Plan. Recent completed market housing schemes in Waterbeach which have included 40% affordable housing units in line with Policy H/10 include the Morris Homes Development on Wheatsheaf Way , the Bovis Homes Development on Harvey Way, the Matthews Homes development on Dimmock Road, and the Persimmon Homes Developments on Anglers Way, Star Drive, Watermans Road and Hop Bine Drive.
- 6.22.7 Mechanisms which would allow new affordable homes to be allocated in perpetuity to Waterbeach residents or to residents with a parish connection include:
- the delivery of Rural Exception Sites (such as the scheme at Denny End Road) or
 - through a community led housing scheme which could be delivered through the Waterbeach Community Land Trust

6.22.8 Local Plan Policy H/11: *Rural Exception Site Affordable Housing* provides an existing policy mechanism for the delivery of rural exception sites in the parish. So, if during the plan period, the affordable housing needs of Waterbeach residents are not met through the market housing schemes, it will be possible for other sites to be brought forward subject to the criteria set out in Policy H/11.

Policy intent:

6.22.9 Policy WAT 22 – Rural Exception Site Affordable Housing in Waterbeach is included in the plan to clarify the support in principle for such schemes to come forward in the parish.

6.22.10 It is envisaged that some affordable housing will be delivered through the Waterbeach Community Land Trust who are actively engaging with the Council and Developers on the New Town development as well as other landowners, stakeholders and the community.

6.22.11 Waterbeach Community Land Trust will maintain an Expression of Interest register to monitor local need which could help inform provision of affordable homes in the future and monitor those in need with a local connection. Those in need of local affordable homes are actively encouraged to contact the CLT and become members.

6.22.12 The Neighbourhood Plan would support development of genuinely affordable homes where affordability is linked to local income. This is one of the key aims of Waterbeach CLT.

Policy WAT 22 – Rural exception site affordable housing in Waterbeach parish

Proposals for the development of small-scale affordable housing schemes on rural exception sites adjoining the Waterbeach village development framework boundary will be supported provided that:

- a) the number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified parish needs;**
- b) for green belt locations, that no alternative sites exist that would have less impact on Green Belt purposes;**
- c) that the affordable homes are secured in perpetuity;**
- d) the proposed development contributes positively to existing character of the village in terms of design, layout, materials, landscaping and biodiversity; and**
- e) the scheme takes every available opportunity to provide walking routes into the nearest settlement.**

6.23 Policy WAT 23 – Allocation of affordable housing at Waterbeach New Town

Context and rationale:

6.23.1 The Neighbourhood Plan however also asserts that given the fact a scheme of approximately 8,000 to 9,000 homes are in the pipeline at Waterbeach New Town, the preference would be for local affordable housing needs to be addressed through the new town development rather than building on greenfield outside the existing development envelope in Waterbeach village. It is considered that an element of the affordable housing expected to be delivered at Waterbeach New Town should be allocated first to residents with a connection to the parish either through residence, employment or close family. It is accepted that such a policy approach is unusual and presents a conflict with district priorities to allocate S106 affordable housing on a needs basis district wide. However, securing an element of the affordable housing units to be for those with a connection to Waterbeach parish is considered essential to facilitating a cohesive community in the parish and to achieving key principles set out in Policy SS/6 Waterbeach New Town including:

- “the new town will establish an appropriate relationship and interaction with Waterbeach village, and the Cambridge Research Park”
- “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”.

6.23.2 As at November 2019, there are 92 households on the SCDC housing register with a local connection to Waterbeach parish. This is likely to be an underestimate of actual need in the community because some households in need will not have registered either because they are not aware of the system or because they see no benefit in them registering (for example if they don’t consider they will succeed in being allocated a home). Of the 92 known households, most of the need is for small properties where 83 per cent would be eligible for 1 or 2 bedroom properties. The majority of the heads of the households are aged under 50. Importantly, the housing register only contains data on those adults interested in rented affordable housing.

6.23.3 Separate registers are maintained for households interested in low cost ownership. But access to this data is difficult. A reasonable estimate would be to assume that the ratio matches the tenure split from the Cambridgeshire Housing Strategy of 70/30, affordable rent/LCHO (Low Cost Home Ownership). This gives an estimate of 39 people looking for LCHO.

6.23.4 The Waterbeach Community Land Trust have therefore undertaken their own housing needs survey to understand the need for community led housing and/or affordable housing in the parish. They developed a survey in the summer of 2019

which was promoted widely in the community, but the survey only required responses from households with an interest in community-led housing. This survey received responses from 105 households with a local connection to the parish which also included some who were also registered on the district council's housing register. This identified a further 44 people looking for affordable rent, and 25 looking for affordable ownership. The tenure split also matched the 70/30 split from the Housing Strategy.

- 6.23.5 Taken together, the Waterbeach Community Land Trust 2019 Housing Needs Survey and the SCDC Housing Register, demonstrate (taking into account double counting through the two surveys) a total need from people with an existing connection to Waterbeach parish for around 136 affordable rental and 64 low cost ownership affordable homes.
- 6.23.6 An analysis of existing data on affordable housing needs in the parish of Waterbeach is provided in the report "An Analysis of Local Housing need in Waterbeach Parish" published by Cambridgeshire ACRE in November 2019. This takes into account the findings of the 2019 Waterbeach Community Land Trust Survey.
- 6.23.7 There is uncertainty with regards the actual number of affordable homes that will be delivered at Waterbeach New Town. Local Plan Policy SS/6 Waterbeach New Town, allocates the site for 8,000 to 9,000 new homes and includes a requirement for 40% to be delivered as affordable homes which would mean 3,600 new affordable homes. Actual delivery will however depend on site specifics and viability. The current Urban and Civic consent is for 6,500 homes where a minimum of 30% (1,950) are currently agreed to come forward as affordable housing (but this number could increase if viability conditions improve). There is a second planning application at Waterbeach New Town for 4,500 new homes which at 40% could deliver a further 1,800 new affordable homes.
- 6.23.8 New homes are anticipated coming forward at a rate of around 200 per year, based on around 4 housebuilders delivering 50 home each per year. Of these 30% will be affordable, with 30% of those being affordable rent. This would be around 20 homes per year. The other 70% of the affordable would be LCHO, around 40 homes per year.
- 6.23.9 Given the extent of existing need for affordable housing in Waterbeach parish at present and taking into account the amount of affordable housing that come forward at Waterbeach New Town, it is considered appropriate that local people should be given first preference on 50% of all affordable rental units and 25% of the LCHO units coming forward at Waterbeach New Town within the first 5 years of build out.

Policy intent:

6.23.10 To help facilitate successful place making and integration of new communities into the fabric of the local community, this policy seeks to ensure Waterbeach residents with affordable housing needs have access to affordable housing being delivered as part of Waterbeach New Town.

6.23.11 It is intended that the Waterbeach Community Land Trust will be a key partner in supporting and administering houses allocated for local connection.

Policy WAT 23 – Allocation of affordable housing at Waterbeach New Town

To be supported, residential development proposals at Waterbeach New Town must make a meaningful contribution towards meeting affordable housing needs in Waterbeach parish.

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:

- **100 of the first 200 affordable homes for rent within the first 5 years from the first new-build dwelling completion on site;**
- **13 of the first 50 intermediate affordable homes within the first 5 years from the first new-build dwelling completion on site.**

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.

The above provisions will be subject to a cascade mechanism so that if a completed affordable dwelling has not been taken up within a reasonable time period it will be made available to address wider affordable housing needs.

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.

6.24 Policy WAT 24– Waterbeach park homes

Local context and rationale

6.24.1 Compared to South Cambridgeshire and Cambridgeshire, Waterbeach parish has a high number of park homes currently comprising 5% of total dwelling stock¹¹. Park homes provide an important element of housing choice for older residents in the village and are considered an important asset to be retained. Park homes are restricted to homeowners with a minimum age of 45 or over.

Policy intent:

6.24.2 To safeguard existing stock of park homes in the parish.

Policy WAT 24 – Waterbeach park homes

Planning applications involving development at existing Waterbeach park homes will be supported where residential amenity is maintained or improved. Proposals leading to loss of mobile park homes at these sites will not be supported unless the development is necessary in order to maintain the quality of provision at the existing site.

¹¹ Demographic and Socio Economic Review, Cambridgeshire ACRE 2016

7. PLAN MONITORING

PLAN MONITORING

7.1 Neighbourhood Plan Monitoring

7.1.1 Waterbeach Parish Council (WPC) is the qualifying body for the production of the Neighbourhood Plan (NP). Whilst the work on the NP has been undertaken primarily by the NP Working Group which comprises residents and parish councillors, the creation and preparation of the NP has been the responsibility of WPC. Once adopted, however, the implementation of the Neighbourhood Plan will become the responsibility of South Cambridgeshire District Council (SCDC). This is because SCDC have responsibility for development management (the processing of planning applications) in Waterbeach parish.

7.1.2 The WPC will closely monitor new development proposals as they are determined by SCDC. As part of this, WPC will ensure that SCDC are applying the adopted NP planning policies as required by legislation. In addition, it is proposed that WPC also monitors the effectiveness of the NP policies themselves. As part of this WPC will monitor the following:

- i. Are SCDC officers applying the NP policies as they are required by legislation?
- ii. The extent to which NP policies are breached if at all and why?
- iii. Are the NP policies themselves straightforward to apply to development proposals (by both SCDC officers and the applicant)?
- iv. Are planning applicants using the NP policies as intended when they prepare their development proposals?
- v. Do the Waterbeach Parish Councillors find the NP policies easy to apply and understand?
- vi. Are the Waterbeach Parish Councillors using the NP in their decision making and consultation responses on planning applications coming forward in the parish?
- vii. The effectiveness of the NP policies in meeting the overall vision and objectives underpinning the Waterbeach NP

7.1.3 WPC will monitor the above aspects of the NP in the following ways:

| Table 7.1 When and how WPC will monitor the Waterbeach Neighbourhood Plan | | |
|---|---|---|
| NP monitoring indicator | When | Method |
| i. Check whether SCDC officers are applying the NP policies as required by legislation | When planning applications in the parish are being considered and decided by SCDC | Check the officers' reports and whether the NP policies are listed as part of the statutory development plan. |
| ii. The extent to which NP policies are breached if at all and why? | When planning applications in the parish are being considered and decided by SCDC | Check for departures from the statutory development plan. These should be listed in the officers' reports |
| iii. Are the NP policies themselves straightforward to apply to development proposals (by both SCDC officers and the applicant)? | Annually. Annual parish council meeting. | Seek feedback from developers and SCDC officers |
| iv. Are planning applicants using the NP policies as intended when they prepare their development proposals? | When WPC look at planning applications or are being consulted at the pre-application stage. | Checking whether the planning application refers to the NP policies in their proposal and checking for compliance. Do developers and applicants use the WNP as a starting point in their proposals and at pre-application stage? |
| v. Do the Waterbeach Parish Councillors find the NP policies easy to apply and understand? | Annually. Annual parish council meeting | Seek feedback from Waterbeach Councillors. |
| vi. Are the Waterbeach Parish Councillors using the NP in their decision making and consultation responses on planning applications coming forward in the parish? | When WPC, for example at planning committee, consider planning applications in the parish. | Are the Waterbeach councillors considering the statutory development plan (the 2018 Local Plan and the WNP 2020) as a starting point when considering planning applications and preparing responses back to SCDC. |
| vii. The effectiveness of the NP policies in meeting the overall vision and objectives underpinning the Waterbeach NP | Annual | Reviewing on an annual basis whether planning proposals and the future shape of the village are in accordance with the NP vision and objectives. |

7.1.4 Monitoring the above will help ensure the NP is implemented (by all users) as intended and assist WPC in understanding the added value provided by the NP and, if and when applicable in the undertaking of a review of the NP.

7.1.5 It is proposed that at each annual parish meeting, a report on the Neighbourhood Plan is prepared detailing its impact on development each year in the parish and providing a report against points i to vii above.

8. COMMUNITY ASPIRATIONS (NON- PLANNING POLICIES)

COMMUNITY ASPIRATIONS (NON-PLANNING POLICIES)

8.1 Non Planning Policies

8.1.1 As part of the preparation of the NP, the NP Steering group have identified (primarily through community and stakeholder engagement work) a range of community shared aspirations which are not directly related to the development and use of land and/or which cannot be fully addressed through planning policies in the NP (i.e. the policies in Chapter 6 of this plan). They are included here in this chapter to explain how the community and the WPC can work together, alongside the NP, and commit to actions which will assist in realising the vision and aims of the neighbourhood plan.

Managing traffic issues in Waterbeach village

8.1.2 WPC will engage with stakeholders and the community as set out in Transport policies WAT 1 *Improving connectivity between Waterbeach village and key destinations* WAT 6 *Improving road safety in Waterbeach village* and WAT 7 *An accessible village and town* to help identify solutions to existing road safety and accessibility issues in the parish. WPC is intending to engage a consultant to assist with agreeing an overall approach to addressing transport issues in the parish and wider public realm issues in the village (see below for public realm). It is our intention this will result in an identified list of projects which will reflect the priorities shared by the community as identified through ongoing WPC community and stakeholder work (see Table 8.1).

Mitigating the traffic impact of Waterbeach New Town on Waterbeach village

8.1.3 The Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach village caused by the development of the new town can be addressed. The objective is to recommend schemes for Waterbeach that implement road safety measures, in particular for pedestrians, cyclists and mobility impaired users. It is also required where possible that any schemes make an improvement to the public realm. We also intend to work with RLW Estates in the future as their proposals progress. As required by Policy SS/6 in the 2018 Local Plan and by the policies in this NP, the developers will need to mitigate the impact of their proposals on Waterbeach village through specific measures including S106 contributions. WPC will continue to work with the developers, with Cambridgeshire County Council as the responsible highways authority and with SCDC to make sure these measures sufficiently off-set adverse impacts

created through the development and to make sure potential benefits to Waterbeach community are maximised.

Village Heart

8.1.4 As acknowledged in the supporting text to Policy WAT 11 – Public Realm Improvements in the Village Heart, the identified street scene improvements may not be **delivered** through the planning policy WAT 11 alone. They can only be delivered where a development proposal necessitates the improvement as a way of mitigating the impacts of a proposed development being considered. Furthermore, it is important that there is a delivery strategy in place so that improvements or contributions towards improvements from individual development proposals collectively deliver the best outcome in the interest of the village. WPC is therefore committed to working and engaging with the relevant landowners, highways, SCDC, stakeholders and the community to work towards the delivery of the identified public realm schemes as set out in Policy WVH 11 – *Public Realm Improvements in Waterbeach Village*. As part of this, WPC is committed to supporting existing businesses in the heart of the village and will maintain a collaborative approach with businesses in its approach.

8.1.5 As part of realising the NP Objective 6 “*Amenities along the Village High Street will thrive and continue to provide essential services to the local community*”, WPC consider it important that the Green and Gault area is made a more sociable place by enabling residents to meet and socialise in the vicinity of shops, pubs and green area.

8.1.6 To enable this to happen, WPC are intending to engage a consultant to assist with identifying available options that could be deliverable in order to complement the Neighbourhood Plan vision, objectives and policies. We intend for this work to be written up in a study and made available for comment from residents, business and other stakeholders.

8.1.7 It is important that the character of the area around the village green is preserved for future generations which will include keeping the existing “green lung” area including the existing trees. WPC aspire to green up the Village Heart and parish wherever possible to prevent the further concreting over of gardens and frontages onto the Green and Gault area

8.1.8 WPC will seek the provision of more bicycle racks to be installed in the Village Heart area to encourage green travel and to encourage people to come to use the village facilities and amenities from all areas of the parish including Chittering and Waterbeach New Town.

Public Footpaths

8.1.9 WPC will seek to ensure that all village and parish footpaths, byways and bridleways are protected and maintained for green connectivity and for the health and wellbeing of its

residents. We will work with landowners to improve the amenity value of footpath number 247/1. WPC wish to increase biodiversity and create green corridors wherever possible throughout the parish as set out in policies WAT 15, WAT 16, WGI 17 and WGI 18.

Housing

8.1.10 WPC will seek to engage with SCDC, stakeholders and the community to ensure a diverse housing mix and to ensure the allocation of affordable homes in Waterbeach New Town to people with a parish connection. As part of this, we will work alongside the Waterbeach Community Land Trust. We will support the provision of self-build homes as set out in policies WH19 WH20 and WH21.

A sustainable and green community

8.1.11 WPC will work with the community and stakeholders to explore how we can create a more sustainable and green community.

8.1.12 Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council have declared a “climate emergency” WPC would wish to support where possible the initiatives and policies that emerge from the local authorities.

| Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019. | |
|---|---|
| Location | Identified concerns and suggestions for improvements |
| Bannold Road | The road from Way Lane to Bannold Drove is in very poor condition and is narrower than it used to be despite more traffic. |
| | Traffic calming is needed to prevent speeding |
| | The public path adj to No. 3 is extremely dangerous. The view on the one side of the road is completely obstructed for both pedestrians and and cars entering Bannold road. Traffic calming is needed. |
| | I regularly walk our dog along Bannold Road and Way Lane after 18.00 hours and have noted the amount of vehicles travelling north, often 6 or 7 in a line; I must assume the reverse is the case in the mornings. It appears that this is now used as a 'rat run' for entry to the old ministry housing and to new developments off Bannold Rd. |
| Bannold Road & Denny End Road | A warning or slow down sign by the fork from Denny End Road into Bannold Road. The corner for those turning right is quite blind. There are a lot of people who fly |

Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019.

| Location | Identified concerns and suggestions for improvements |
|----------------------------|--|
| | down Denny End road and although they can see someone waiting to turn right from Bannold Road, the person waiting cannot see them until they are upon the corner when it is too late. |
| Barker Close bend | Volume of parking on the street, also Station Road and around the village green and Cambridge Road near the Social Club and where it joins Car Dyke Road |
| Cambridge Road | We urgently need a permanent sign on that section of Cambridge Road. Cars race along Car Dyke Road at 50 mph, slow down to 40 (maybe!) yards before the 30 sign and then rarely observe the speed limit as they head down towards the village. |
| Car Dyke | Investment in the preservation of Car Dyke |
| Chapel Street | Resurfacing of zebra crossing outside baptist chapel, marks are eroded - WORK PROGRAMMED |
| | Restricted waiting signs in the layby outside the Village stores/Post Office on Chapel Street |
| | Renewal of lines on pedestrian crossing - WORK ALREADY PROGRAMMED |
| Chittering | Gates at entrance to provide visual deterrent to speeding and prevent vehicles mounting the grass verge |
| | passing place not yet provided (requested in various responses to planning applications) |
| | Village entrance and exit. Having an electronic sign as cars enter Waterbeach a minimum requirement. Horningsea has permanent ones at both ends. |
| Clare Close | Need more parking spaces. Some years ago they were promised but a metal railing was put up. There are lots of cars parked around. |
| Clayhithe Road | Possible filling of lane used for car parking and access to little hithe at Clayhithe Bridge, opposite Bridge Inn |
| Denny End Road | Install a pedestrian crossing near their entrance or if not possible, impose a reduction in the speed limit |
| | Request to relocated bus stop on Denny End Road nr Brewery Tap. |
| Denson Close/Waddelow Road | double yellow lines at junction |
| Gault | Limit parking time in the existing layby and near the Chinese takeaway to either 15 or 30 minutes. |

Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019.

| Location | Identified concerns and suggestions for improvements |
|-----------------------|---|
| | Relining around and on the crossing near the Baptist chapel. It is very worn and almost invisible in some places. |
| | Pedestrian crossing needs repainting, especially as the blinking lights cannot be seen southbound when the sun is low in the sky |
| Gault/St Andrews Hill | yellow lines from the crossing to Sunnyside |
| Gibson Close | some type of permit or restriction on vehicle numbers needed |
| Green | either a 12-2 parking restriction around the perimeter of the green, or yellow line along one side and make the One Stop road one-way |
| | One Stop side cars parked on the pavement - especially as on double yellow lines |
| Green | for at least two further Pedestrian Crossings |
| | allow parking only on one side of the road |
| | some type of permit or restriction on vehicle numbers needed |
| | Possible parked vehicles by commuters - Restrict parking times suggest 30 mins to 1 hour |
| | restrictions around The Green to prevent all day parking |
| | No parking/double yellow lines on both the East and West side of the Village green on the side of the road nearest The Green |
| | Village chemist inconsiderate parking - suggest restrictive bollards |
| Green/Gault | time restriction (say 1 hour) in lay-by Village Stores and outside the Chinese |
| Greenside | Introduction of a disabled parking bay and dropped kerb outside the pharmacy and a consequent repositioning of the bus stop |
| | bus stop markings |
| | Repair needed to pavements in Greenside (from Cattell's Lane to the Gault). It is a trip hazard. Also, no obvious double yellow lines along that stretch. |
| | Request for bollards on pavement by Darlings and the Chemist p Greenside and Cambridge Road difficulties |

Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019.

| Location | Identified concerns and suggestions for improvements |
|-----------------------------|---|
| | accessing bus services for residents with mobility scooters etc due parked vehicles |
| High Street | Parking restriction to 3 hours or yellow lines around The Green and establish a one-way system around The Green |
| High St/Primrose Lane | Double yellow lines across entrance to Primrose Lane, shared space, paving surface. Also shared space, paving if no 11 High Street becomes a residential property, as both these areas have blind spots for pedestrians. |
| Lode Avenue | line renewal at both ends of Lode Avenue S |
| Primrose Lane | Shared use paving and double yellow lines around the mouth of Primrose lane and pavements for safety reasons |
| St Andrews Hill | Double yellow lining at corner of St Andrews Hill and the Gault |
| | Residents only parking or double yellow lines up to the Rosemary Road junction. The wide width of the road as it meets Station Road often makes it quite dangerous for pedestrians to cross as the many parked cars obscure the traffic. |
| | Paint relatively short yellow lines at two locations to overcome sightline problem for cars turning left from Chapel Street, and on opposite side to prevent cars coming from Way Lane backing up behind cars parked on the southern side of St Andrew's Hill. WPC- HIGHWAYS ISSUES RAISED Ref Location Issue |
| | Double yellow lines between Salvation Army Hall and the dotted Give Way line (although small in length this stretch gives rise to considerable visibility problems for drivers heading towards the church) |
| | Prevention of parking on St. Andrew's Hill, junction between there and Way Lane/Rosemary Road P Waddelow Road and Denson Close New housing and school overflow has increased on street parking at peak times |
| Station Car park | to be extended |
| Station Road | renewal of lines |
| | extend double yellow lines in in front of the level crossing |
| Waterbeach Station Car Park | Danger caused by bicycles using the footpath into Waterbeach Station car park as a shortcut, especially as |

Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019.

| Location | Identified concerns and suggestions for improvements |
|---------------------------------|---|
| | no lighting in winter months. Install a set of off-set rails to prevent bicycles from using this very short footpath? I understand that bicycles are NOT meant to use it. Waterbeach Station Car Park Larger car park needed. |
| Way Lane | <p data-bbox="624 472 1398 741">Dangerous crossroad (Cattells and Pieces lanes). Parked cars very close to the corner of the crossroad making it hard to see oncoming traffic when coming out of Pieces lane. Needs road markings or sign to ensure PARKING for 10 metres from the intersection. S Way Lane A traffic sign for 'Elderly/frail/disabled crossing' near Box Tree Cottage to help vulnerable residents</p> <p data-bbox="624 748 1398 909">Cars on Way lane, on the village green side of the corner of Way Lane and Pieces lane, are blocking the view of cars turning out of Pieces Lane. Creating a bottle neck of traffic.</p> |
| Way Lane/corner of Bannold Road | Opposite the Doctors - Pavement is in bits and huge holes in pavement. Bollards on corner to protect nos. 116 and 114 Way Lane |
| Whitmore Way | By the rail Station Resident feels the pull out is dangerous because of the speed cars are going by and limited sightlines |
| Winfold/Denny End Rd | Double yellows at junction. |

GLOSSARY

Affordable Housing Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes

Public Realm Area of open space (hard (paved) or soft (vegetated) that members of the public have access to. Public realm includes pavements, parks and areas of space outside community facilities.

Waterbeach Greenway The Waterbeach Greenway is a proposed route to enable cyclists, walkers and equestrians to travel sustainably from Waterbeach into Cambridge.

Following a public consultation on this route, the results were analysed. The Executive Board took the decision at its meeting in February 2020 to proceed with the Waterbeach Greenway and approved an outline budget of £8million.

Local Plan The South Cambridgeshire Local Plan sets out the planning policies and land allocations to guide the future development of the district

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| | <p>up to 2031. It includes policies on a wide range of topics such as housing, employment, services and facilities, and the natural environment. The South Cambridgeshire Local Plan was adopted on 27 September 2018.</p> |
| NPPF | <p>National Planning Policy Framework. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. It was last updated in Feb 2019.</p> |
| SPD | <p>Waterbeach New Town Supplementary Planning Document. The SPD relates to an area of land covering approximately 580 hectares situated about 9km north-east of Cambridge City Centre. The site is focused on brownfield land formerly used as Waterbeach Barracks, accompanied by adjoining farmland.</p> <p>The SPD provides guidance about how the new town should be designed, developed and delivered consistent with the new Local Plan. It has been prepared to guide a comprehensive approach to its development and the provision of infrastructure across the whole site.</p> |
| Quiet Road | <p>A quiet road is defined by Waterbeach Greenways as a 'route on the carriageway could have speed limits reduced to 20mph. White painted signage could be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.</p> |
| WHCA | <p>Waterbeach Heritage and Character Assessment undertaken by AECOM in 2018 to support the Neighbourhood Plan</p> |
| DSE Review | <p>Demographic and Socio-Economic Review for Waterbeach undertaken by Cambridgeshire ACRE in 2017</p> |